

Manufacturers RECORD

An Exponent of Americanism

ESTABLISHED 1882

BALTIMORE, MAY 23, 1918

PER YEAR
COPY 15 CENTS

Ten Million Fighting Men Needed

To the winning of the war for the salvation of our country from damnation under German domination and for the saving of civilization and Christianity from destruction by atheistic barbarism, this country has committed itself to the utmost stretch of its power in men and money.

Many of our people have not yet realized the stupendous task which we have undertaken. It has not yet entered deep down into the souls of all Americans how great is to be the sacrifice at home and abroad which we must make. As yet we have made no sacrifice worthy to be called by that name.

As measured by the armies of Europe, we have been gathering a relatively small army into our training camps, and as a forerunner of the five millions or more we shall have to send, we have about one-tenth of that number in France. Only by these men and their families has there been any sacrifice worthy of the name, for the nation as a whole still pursues its accustomed way without any real sacrifice.

We are still eating and drinking as of old and living in ease and prosperity as compared with the sacrifices which we must make.

We are still bragging and boasting about the things that our army and navy will do.

We are even now wasting time talking about many unnecessary things, forgetting that our sole business now is to fight till we win the war.

We are still laying to our souls the flattering unction that the war will soon be over and that we shall then go on our usual way without having to pay any great price for the liberty that we hope to win. We should, however, realize that the task which we face will require all the heroism of the nation, infinitely greater than any imaginary heroism yet developed, unless as cowards and poltroons we yielded to an unbeaten Germany's efforts to secure peace.

Now we are playing at heroics; before long all our latent heroism will be needed to sustain us. It will require sacrifice to the extreme from every family in the land, and sorrow will come, perchance, into every home before there will come with it the glory of a realization that we have fought a good fight and won eternal life for liberty and civilization.

Now our supreme task is to fight and fight and keep on fighting until the murderous Potsdam gang have learned the full power of the righteous wrath of outraged civilization.

We need to be awakened to this and to realize that the army which we must send to France must number many millions of men, with other millions in training here to fill in the gaps. We should push forward with all possible speed until we have 5,000,000 soldiers on the battlefields of France and 5,000,000 more in our cantonments under vigorous training that they may be ready to take the places of those who have gone on ahead in the great struggle, so that at no time shall our European army have less than 5,000,000 fighting men.

This must be the American spirit. The man or the woman who does not realize this situation, and is not willing to make this supreme sacrifice, has not yet realized the task that is ahead of us, nor the responsibility which has been placed upon us.

Let us stir into a living, burning flame all our energies to scorch and blast the murderers, outragers and looters who have blackened the name of Germany as no other country in human history.

LET US BUILD A FIGHTING MACHINE SURPASSING GERMANY'S TO THE EXTENT THAT HEAVEN SURPASSES HELL; THAT LIBERTY SURPASSES SLAVERY; THAT AMERICAN MEN OF HONOR SURPASS THE BRUTISH GERMAN OUTRAGERS; THAT THE HONOR OF AMERICAN WOMEN SURPASSES THE LUSTFUL CRIMES OF THE GERMAN SOLDIERS.

Not until we have reached this stage in our war work and sent forward to the battlefields of France 5,000,000 of the best blood of America, with at least 5,000,000 more trained men ready to go forward, and all backed by a united, determined fighting nation, will we have measured up to the task that is before us and made certain the saving of our civilization from German damnation.

No terms of peace should ever be considered until the armies of the Allies have marched millions strong through Germany and Austria, and shot or hung every male of the Hohenzollern and Hapsburg dynasties and their military leaders. Unless this be done we would place a premium upon crime and outrage all civilization.

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MANUFACTURERS RECORD

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THE SOUTH AND SOUTHWEST AS THE NATION'S GREATEST MATERIAL ASSET

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Vol. LXXIII, No. 21.
WEEKLY.

BALTIMORE, MAY 23, 1918.

\$5.00 A YEAR.
{ SINGLE COPIES, 15 CENTS.

PUBLISHED EVERY THURSDAY BY THE
MANUFACTURERS RECORD PUBLISHING CO.

RICHARD H. EDMONDS, Pres. VICTOR H. POWER, Treas.
FRANK GOULD, Vice-Pres. I. S. FIELD, Sec'y.

RICHARD H. EDMONDS, Editor and General Manager

BRANCH OFFICES

NEW YORK, 52 Broadway CHICAGO, 405 Fisher Bldg.
BOSTON, 733 Old South Bldg. ST. LOUIS, 608 Century Building

Subscription \$5 a year (payable in advance) to United
States, Mexico, Cuba, Porto Rico, Hawaii and the
Philippines. To Foreign Countries (including Canada)
in the Postal Union, \$7.50 a year.

[Entered at the Baltimore Postoffice as second-class matter.]

In order to avoid delays, all correspondence pertaining to
news or advertising matters should be addressed directly to
the Manufacturers Record, Baltimore, Md., and not to indi-
vidual editors, officers, employees or any branch office.

AS VIEWED BY LEADING GERMANS.

SOME idea of the German frame of mind may be
had from bringing together a few out of hun-
dreds of similar statements made by leading Ger-
mans about war:

The Prussians are cruel by nature; civilization will
make them ferocious.—Goethe.

The Prussians * * * Nature has made them
stupid, science has made them wicked.—Heine.

O Germany, hate now! Arm thyself with steel and
pierce with thy bayonet the heart of every foe; no
prisoners! Lock all our lips in silence; turn our
neighbors' lands into deserts.—Vierordt.

Woe and death to all those who shall oppose my will.
Woe and death to those who do not believe in my mis-
sion.—Kaiser Wilhelm, 1914.

War must leave nothing to the vanquished but their
eyes to weep with.—Tannenberg, 1911.

It is better to let a hundred women and children be-
longing to the enemy die of hunger than to let a single
German soldier suffer.—Von der Goltz.

Germany is destined to rule the world, or at least a
great part of it. * * * The lives of human beings
are to be conserved only if it makes for the state's ad-
vancement; their lives are to be sacrificed if it is to the
state's advantage.—General von Kries, 1916.

Use your weapons in such a way that for a thousand
years no Chinese shall dare look upon a German
ancester. Be as terrible as Attila's Huns.—The Kaiser
to his troops going to China.

Whoever cannot prevail upon himself to approve
from the bottom of his heart the sinking of the Lusitania—
whoever cannot conquer his sense of the gigantic
cruelty to unnumbered perfectly innocent victims * * *
and gives himself up to honest delight at this victorious
exploit of the German defensive power—him we judge
to be no true German.—Pastor Baumgarten.

Perpetual peace is a dream, and it is not even a beau-
tiful dream. War is a part of the eternal order insti-
tuted by God.—Von Moltke.

War is the most august and sacred of human activi-
ties.—Von Gottberg.

We must not look for a permanent peace as a result
of this war. Heaven defend Germany from that!—
O. A. H. Schmidt.

Remember that you are the chosen people. The spirit
of the Lord has descended upon me because I am the
Emperor of the Germans. I am the fighting instru-
ment of the Almighty. I am His sword, His agent.—
The Kaiser.

GOOD FOR IOWA DOCTORS!

A DISPATCH from Fort Dodge, Iowa, says that
a 50-year ban has been placed by the Iowa
State Medical Society upon the purchase of medical
implements or appliances or other things made in
Germany.

"At the society's convention here today pledge
was given that such purchase by any member during
the next 50 years shall be considered evidence of
pro-Germanism."

Government's Railroad Expansion Plans Wholly Inadequate to Meet the Nation's Needs.

THOUGH the Government has been in control
of the railroads for nearly six months, it has
as yet done very little to provide increased trans-
portation facilities. The Railroad Administration
has largely concentrated its work upon cutting out
passenger traffic and the routing of freight by the
shortest line without having done any serious work
as yet to measure up to the need of increased trans-
portation itself.

The order recently given for 100,000 cars and
1000 locomotives, with rumors that this quantity
will be somewhat increased, caused the public not
familiar with railroad matters to think that a won-
derful step had been taken towards enlarging our
transportation facilities, when as a matter of fact,
the entire order of cars and locomotives is not
sufficient to make up for annual depreciation.

During the years when railroad prosperity justi-
fied rapid expansion of their facilities and before
the Interstate Commerce Commission, State Legis-
latures, and the public generally had entered upon
a campaign of railroad baiting and destruction, the
railroads ordered annually from four to five times
as many locomotives as the Government has now
ordered and from two to three times as many cars.

The orders given by American railroads for loco-
motives and cars from 1901 to 1908 are exceedingly
interesting when compared with the orders which
are now being given by the Government. The fig-
ures are as follows:

DOMESTIC ORDERS FOR LOCOMOTIVES AND FREIGHT CARS SINCE 1901.

Year.	Locomotives.	Freight Cars.
1901.....	4,390	193,439
1902.....	4,665	195,248
1903.....	3,283	168,936
1904.....	2,538	136,561
1905.....	6,265	241,315
1906.....	5,642	310,315
1907.....	3,482	151,711
1908.....	1,182	62,689
1909.....	3,359	189,369
1910.....	3,787	141,024
1911.....	2,850	135,117
1912.....	4,515	224,758
1913.....	3,467	146,732
1914.....	1,265	89,264
1915.....	1,612	109,792
1916.....	2,910	170,664
1917.....	2,704	79,397

Contrasting these figures of from 4000 to over
6000 locomotives a year for several years between
1901 and 1906 with the 1000 locomotives now or-
dered by the Government and the orders for freight
cars which in 1905 aggregated 341,000 with the order
of 100,000 cars now made by the Government and
we begin to get an idea of the inadequacy of the
Government's plans for increasing the rolling stock
of the country.

Since 1901, population has increased from 76,-
000,000 to about 105,000,000 and business in that
time has enormously expanded. But between 1901
and 1908 the railroads of the country ordered a
total of 31,397 locomotives, or an average of 3,924
per year. During the same period they ordered
a total of 1,500,194 freight cars, or an average of
187,524 freight cars a year. Even in 1910, 1911 and
1912, with a temporary revival which came after
the panic of 1907, the railroads gradually increased

their locomotive orders up to 4515 in 1912 and
their car orders in that year to 234,758. Facing
the tremendous issues of war, with the supreme
necessity of increased transportation facilities, the
Government has ordered less than one-quarter as
many locomotives as the railroads ordered in 1912
and less than one-half as many freight cars, less
than one-sixth as many locomotives as the rail-
roads ordered as far back as 1905 and less than
one-third as many cars as the railroads ordered
in that year.

Had the railroads continued under private man-
agement and had they received the increased freight
rate which the Government finds it will be com-
pelled to demand in order to save itself from a
deficit of \$800,000,000 or \$900,000,000 in railroad
operation, we would have had an enormous in-
crease in locomotives and freight cars, taxing to
the utmost limit of production every car and loco-
motive building plant and giving us a vastly greater
amount of rolling stock than the Government is
planning to provide. Every car and locomotive
plant in America should run 24 hours a day until
we can get a sufficient number of cars and loco-
motives to save the country from existing condi-
tions. It is entirely safe, we think, to predict that
the coming winter will show a congestion of freight
even more serious than that of last winter, if
we should again have severe weather. Even though
we have a normal winter we believe the railroad
situation will be equally as severe as last winter.

The Government has not ordered one-half, not
even one-third as many cars as should now be
under order. The question of cost of locomotives
and cars should not for one moment stand in the
way. Every day lost on a question of price will
cost the country far more than the amount saved
to the Government. If locomotive and car builders
should demand a higher price than is justified, the
contract should be given without a moment's hesi-
tation, not halting for an hour on the question of
price, but fighting as though on the battlefield, to
save life by the production of locomotives and cars,
leaving every undue profit to be fought out on in-
come tax or through the legal department of the
Government, but not for one moment halting on
production by reason of price.

The utmost power of the country to build cars
and locomotives and to lay additional tracks here
and there, wherever they can be done to advan-
tage must be pushed without question as to the
cost to the Government.

Every day lost lengthens by many days the dura-
tion of the war, increases perhaps by many thou-
sands the deaths of soldiers, and in actual mone-
tary cost the loss of a day in having an abundance
of transportation is far greater than the difference
between what the builders of cars and locomotives
might demand and what the Government thinks
is proper.

No one goes farther than the MANUFACTURERS

RECORD in denouncing profiteering and in demanding that those who rob the nation by improper prices shall be penalized financially and in every other way necessary, but we know that the question at issue today, infinitely greater than that of price, is the question of railroads and of ships. Mr. Schwab probably never did a wiser thing in showing the spirit which controls him in his determined effort to get ships than when he recently cancelled a contract for ships and largely increased the price in order to give the concern which was building the ships a chance for greater speed in production. That is the spirit which must prevail in this war work, and any effort at cheeseparing or delay in halting construction activities day after day for the purpose of saving a small per cent. is of necessity unwise. It is entirely feasible to devise some system of heavy income taxation for excess profits to get back for the Government anything which a company has improperly earned from the Government work. This is a feasible way in which to speed up production without halting too long on the question of cost.

Entirely outside, however, of the matter of cost, it should be recognized that the recent order by the Government for 1000 locomotives and 100,000 cars is a mere bagatelle to what will be needed.

In the building of cars and locomotives we need some man, such as Schwab, for the building of ships, who will cut out red tape and everything else which fetters the nation and crowd to the limit of capacity every locomotive and car-building plant in the country, and if need be encourage the enlargement of existing plants and the construction of new plants. We should build wooden cars as well as steel cars. It matters not that in the long run a wooden car may not be as profitable to operate as the steel car. In the long run, the wooden ship may not be as desirable as the steel ship, but what we need today is ships of every kind, ships of wood, ships of steel and ships of concrete. And what we need on land is transportation, cars and more cars and locomotives and more locomotives. It would be wise if the Government would frankly say to the public that the number of locomotives and cars, which it has recently ordered, **will not take care of the depreciation of existing rolling stock**, and that the number ordered by the Government is so far short of what the railroads have for the last 20 years or more annually ordered that the nation must recognize the necessity of doubling and trebling the number of cars and locomotives to be ordered.

There are now over 2,500,000 freight cars in use in the United States. If we allow a depreciation of only 5 per cent. a year it would require 125,000 new cars to take the place of this depreciation and yet we have ordered only 100,000 cars. The annual depreciation in locomotives far exceeds the total order which has been given by the Government.

Under these conditions we cannot look for any improved transportation for freight traffic, and certainly not for passenger traffic, until the Government has built locomotives and cars in proportion to the number built by the railroads in their years of prosperity, running from 4340 locomotives in 1901 to 6265 in 1905, and from 193,439 freight cars in 1901 to 341,315 in 1905. The Government must match these figures or it will prove that it does not propose to keep the railroad development up to the standard set by the railroads prior to the time ten years ago when the collapse came by reason of the death-blows which had been given to railroads by the Interstate Commerce Commission, by National and

State legislation and by ceaseless attacks by muck-raking papers and people.

The railroads are the very life of our trade. Without adequate railroad facilities we cannot handle the traffic of the country; we cannot supply the coke and the ore needed for the iron and steel output; we cannot supply the coal needed to run the industries of the country and for domestic consumption, and without adequate freight facilities the building of ships will be seriously delayed. Our ability to send men and munitions and footstuffs abroad will be steadily curtailed and we shall have growing congestion of traffic, growing disorganization of all business of all kinds unless we build cars and locomotives under Government auspices as rapidly as they were built ten years ago, when the railroads were free and unfettered by legislative control.

The responsibility upon the Railroad Administration is fully as great as the responsibility which rests upon Mr. Schwab and those associated with him in the building of ships to do things on a big broad scale not yet in sight.

We have had a campaign throughout the country for the speeding up of shipbuilding. Public speakers have gone up and down the land proclaiming the need of ships. Congressional investigations have urged increased shipbuilding. Billions of dollars have been freely voted for the building of ships, but nobody as yet has inaugurated a campaign of public speaking to tell the nation that the need of building cars and locomotives is as essential as the building of ships. Nobody has yet gone before Congress demanding billions of dollars for the railroad expansion and for the building of cars and locomotives. Until we throw into the railroad situation the energy which has been given to the shipbuilding program and until public men everywhere, from the President down, and newspapers everywhere, make known the facts in regard to our railroad situation, we shall stagger along hampered and halting and with the danger of a collapse facing us.

The announcement sent out from Washington that the railroads, under Government direction, will this year spend \$1,000,000,000 for additional betterments and equipment, or approximately three times as much as in any one of the last three years, is misleading in the extreme.

It is true that during the three years prior to 1918, the railroads, hampered by increasing poverty, due to unwise legislation and to the persistent delays of the Interstate Commerce Commission in protecting the railroads, could not spend large sums for improvements, but it is wholly unfair to the country to contrast the proposed expenditures this year with the beggarly amount expended during the three years of desperate poverty prior to 1918.

It would be fairer to the country to go back to earlier years when the railroads spent far more than the Government is this year authorizing them to spend and secured for the expenditure several times as much in betterments and rolling stocks as this year's expenditures will provide.

Unfortunately, the statement of the Government is measuring the work by dollars when dollars count for scarcely one-half as much in many lines of railroad work as in former years.

The enormous increase in the cost of cars and locomotives and rails, and the enormous advance in labor will make an expenditure of \$1,000,000,000 this year secure very much less than one-half that amount would have given to the railroads three years ago.

The statement sent out from Washington is,

therefore, misleading to the country and should not have been sent in that form without an adequate explanation. This statement as published in the daily papers refers to the railroads "having neglected improvements" and "permitted their tracks to run down." Every intelligent man in the country knew that condition, and time and time again the fact was driven home to the Interstate Commerce Commission and to the Administration that the railroads were being starved to death. The railroad people knew full well the exact condition; they knew the need of better tracks and more rolling stock, but the nation made it impossible for the railroads to get the money for these much-needed improvements.

Ten years ago the MANUFACTURERS RECORD said that it would require at least \$5,000,000,000 to put the railroads in condition to meet the development of the country, without regard to taking care of annual depreciation and renewals. The sum needed today far exceeds \$5,000,000,000, even if railroad material could be bought at the cost that was ruling 10 years ago.

Based on present prices and on the needs of the country, it would require \$10,000,000,000 to be expended as rapidly as men and money might make possible by the utmost stretch of power, to put the railroads in shape to adequately meet the needs of the country, and yet the Government is spending forth the statement of a projected expenditure of \$1,000,000,000 as though great things could thereby be accomplished! The sum is pitifully small. It will scarcely take care of actual depreciation during the present 12 months.

AROUSING PUBLIC SENTIMENT IN FAVOR OF FEWER DOGS AND MORE SHEEP.

A DETERMINED, organized effort is under way in North Carolina to eliminate the worthless cur and foster the growth of the sheep industry in that State. A state-wide campaign of education is being conducted to acquaint the citizens of North Carolina with facts designed to arouse public sentiment in favor of a State-wide dog control law. Facts are presented to show that the roaming dog is not only a great menace to the sheep industry, but also a menace to human life and other industries. Among the facts presented in letters sent to county commissioners and others is a statement as to the large number of children, as well as grown people, who visit the State Laboratory of Hygiene at Raleigh to take the Pasteur treatment because they have been bitten by rabid dogs. Uncontrolled dogs are not only largely responsible for contracting and spreading rabies, but these same dogs carry and spread hog cholera germs. They are a menace to the poultry industry, and turkey raising is made practically prohibitive. It takes the wool from 20 sheep to furnish a soldier at the front with the necessary woolen garments. North Carolina now has only 200,000 sheep, whereas it could easily raise 4,000,000 head. A canvass among the farmers indicates that 75 per cent. of the reasons why sheep are not grown more extensively is because of the uncontrolled dogs. A statement from Yancey county is that "But for 3000 dogs the county would raise 20,000 sheep a year."

A sheep meeting is to be held at Raleigh on May 23. This is one of the series of many meetings which is being held throughout the State for the purpose of crystallizing public favor of an adequate dog control law.

This is work of not only State, but national importance. It should be pushed everywhere. It is necessary for us to decide whether we shall sacrifice human lives or the lives of worthless curs. Which shall it be, dogs, or men, women and children?

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Thyssen's Revelations of Germany's Turpitude Have Amazed the Whole Country.

SOME months ago a band of robbers entered a small village in Florida for the purpose of robbing the bank. As they were blowing up the safe some of the citizens rushed from their homes to protect the bank, but as the nearest one—a quiet, inoffensive man—came within hailing distance, one of the robbers called out that they were robbing the bank and that they would kill any man who came within gunshot. Then he promptly shot and killed the inoffensive citizen who was trying to protect the community. These robbers did not start out to murder, but only became murderers to save themselves and their loot.

They were robbers first and murderers second. Robbery was their business; murder came as a by-product. No one for a moment would think that the man who murdered the citizen should not be hung, but in Europe millions of men have been murdered deliberately and premeditatedly in order to enable Germany to become a robber.

The bank-robber-murderer in Florida became a murderer because his scheme of looting was endangered.

Germany became a wholesale murderer in order to begin its campaign of looting.

The bank robber murdered one man.

Germany has murdered millions and millions of men and women and children and brought to hundreds of millions of people the most awful sorrow and suffering that humanity has ever had to endure.

Germany made its whole campaign based on the murder of millions of soldiers, and it tried to make its war more awful by its definitely planned campaign of "frightfulness" against civilians—the outraging of women and the murdering of innocent children, the destruction of cathedrals and churches and of every other form of devilry which human ingenuity can devise. And now one of the main partners in this work, a great German steel manufacturer, doubtless moved by a guilty conscience, has confessed how for two years before 1914 the German military leaders and Kaiser Wilhelm dickered with the business men of Germany for their support of this proposed war based on the promise of great individual and national profit out of the world conquest upon which Germany desired to enter!

Germany is the only country on earth that glories in war; the only country that upholds war as a holy thing, but Germany sought to create the impression that it was not responsible for this war. The story of two years of negotiation between the German Government and the business men of Germany, in which the Kaiser and the military leaders promised boundless profit to the business men if they would pledge their support to this war of world conquest, was told by August Thyssen, one of the great leaders of the German steel industry, and published in the MANUFACTURERS RECORD of May 9. This revelation, which we have rightly characterized as "The Most Damning Revelation of Germany's Turpitude Ever Published," has commanded the widest attention throughout the country. It has been republished in pamphlet form, and some indication of its influence and of the impression that it has made is given in letters which have come to us from every section. A few of them will show what others think of this fearful revelation.

We believe that every man and woman in America should have the opportunity to read this pamphlet, and this is strongly stated in a letter from the Birmingham Slag Company, which writes:

Birmingham Slag Co.,
Birmingham, Ala., May 13.

Editor Manufacturers Record:

The reading of your editorial on pages 49 to 51, both inclusive, and most appropriately captioned "The Most Damning Revelation of Germany's Turpitude Ever Published," has left me dazed and nauseated yet inexpressibly glad to learn that we are provided with documentary evidence damnably conclusive and incontrovertible, relative to the object and the instigators of the world war and the cold-blooded careful preparation for and participation therein by the German people, cut-throat robbers, murderers and ravishers that they are, on the promise of their chief, in comparison with whom Satan is entitled to a halo, that individually and collectively the German people survivors of the premeditated

slaughter should be enriched at the expense of the remnants of the conquered nations, beyond the dreams of avarice.

Herr August Thyssen and Prince Lichnowsky, through malice and revenge, even though they be given credit for yielding in part to the proddings of a guilty conscience, have performed a service to humanity, and more especially to future generations, who will be dependent upon historical accounts, to keep alive the hatred that before God should continue to exist in the hearts of all civilized people against the race of savages possessed by all the characteristics included in the Century Dictionary's definition of turpitude—inherent baseness or vileliness, shameful wickedness, depravity.

Washington should subscribe for and deliver to every male and female in the United States over 14 years of age a copy of the pamphlet reproducing your editorial, regardless of the cost. Please mail to this company 100, which we will place to good advantage; \$3 check to cover enclosed herewith.

BIRMINGHAM SLAG CO.,
S. G. REYNOLDS, Asst. Sales Manager.

The L. S. Starrett Company, makers of fine mechanical tools, Athol, Mass.:

We have read with great interest your editorials in your issue of the 9th inst., entitled "The Most Amazing Revelation of National Depravity in Human History." We regard this article as most valuable and timely. We wish to put a copy of it into the hands of everyone of our employees. We note with pleasure that the editorial referred to is issued by you in pamphlet form at 4c. each, and we will thank you to send us 1200 copies with bill at the earliest possible moment.

The Ohio Pipe Company, Findlay, Ohio:

We have your circular of May 6th regarding confession of August Thyssen in regard to Germany's treachery in deliberately planning the World War.

We should like to inquire if you are printing this in pamphlet form, and if so, wish that you would kindly send us about 1000 copies by parcel post and bill them to us in the regular way.

J. W. Dunn, secretary Electra Chamber of Commerce, Electra, Tex., writes:

Your masterly summing up of conditions, given on the front page of your issue of the 9th, is splendid. It ought to be read from every pulpit and form the text for every patriotic gathering the country over, until our whole people are awake and the sheep separated from the goats in the process, which, I fear, we will have to go through before this war is ended.

What we need, as I see it, is a vigorous campaign of education among the people on the war, its causes, and the burden that rests upon this nation in the matter. We need to make the German element in our country see the position they are occupying, and to bring them out flat-footed on one side or the other, either for or against the United States of America, so that we will know what we have to contend with. Every splendid article you write ought to be reprinted by the hundred million and delivered into every home, wrapped up in the groceries or dry goods—if we cannot reach the people in any other way. If I had the money, I do not know that I could make better use of it than to pay for just that kind of work. I am going to try and secure money to reprint the article of 9th inst. and put it into the hands of our people here.

We need an awakening here in the West. Probably a larger proportion of the people of this immediate section are posted on conditions and facts than those of other sections, but it has been done by newspaper articles and talks of the most radical nature. Still there are a large number of people here who do not grasp the utter seriousness of things yet, and I know matters must be worse in other towns and villages throughout the whole State.

There is not that keen, patriotic note that ought to be easy to sound when our country is struggling for existence; colors are not displayed; individuals are permitted to express opinions that, under other conditions, would cost them their lives. Selfish, self-seeking persons are "letting George do it" in the matter of saving food, and the German element are pursuing a dogged attitude of non-resistance, which necessitated our tarring and feathering a Greek believer of the "Pastor" Russell sect a week ago, in order to show the others that we mean business in this part of Texas. We need an awakening; we need men, who can tell the facts in the case, to go to every town and hamlet in the State and wake the people up to the utter seriousness of the conditions. We are only 50 per cent. efficient in Texas; they were only 15 per cent. efficient in North Carolina when I left there last July. What we need most of all is one or two examples of drumhead court-martial, with summary execution, to make the ordinary people think. The tarring and feathering of a degenerate Greek caused a run for Liberty bonds here a week ago. The shooting of one or two mouthing pro-Germans would be a wholesome stimulus to a wholesome patriotism, and it is likely to be forthcoming in Texas.

But I would rather see an awakening through the

use of reasoning and clear-cut statement of facts. A man could take the MANUFACTURERS RECORD for months back and build up a patriotic address from it that would stir the sluggish blood in the dearest slacker in the country. I have held an audience for an hour and a half talking under the inspiration of the MANUFACTURERS RECORD, and if I were independent I can assure you nothing in life would give me greater pleasure than to tour this State in an effort to set fire to the almost extinct quality of patriotism that used to mark this people when national life was threatened.

The Carnahan Tin Plate and Sheet Company, Canton, Ohio, writing about the Thyssen pamphlet, said:

We want to congratulate you upon some of the articles in regard to the war. The article on the front cover is a masterpiece, and we hope that it may be read and passed on to thousands and thousands of people.

Our country is patriotic; our people are all patriotic, but some have not been awakened to the necessity of being absorbed by the conditions. This certainly should awaken those who are possessed of this lethargy.

W. A. Chapman, Manager Allen Sales Service, Inc., Washington, D. C.:

I want to congratulate you upon your article of May 9, entitled "The Most Damning Revelation of Germany's Turpitude Ever Published."

This is the sort of thing for which there has long been a crying need for circulation. I have never been able to understand why the Administration does not encourage the spreading of such facts.

I enclose \$2 for 40 copies of this article in pamphlet form and 10 copies of Dr. Newell Dwight Hillis' pamphlet, all of which I propose to ask our various manufacturers to post in their factories.

Have thought some of placing an advertisement in some of the Washington papers to the effect that if anyone would purchase this copy of your magazine and read the article and bring it to me saying that it is not worth \$5 that I would reimburse him for his expense.

I feel that only by such means as the spreading of this gospel that we can successfully combat the coming disingenuous peace offensive of the arch enemy.

W. R. Anderson, publisher "Packages," Milwaukee, Wis.:

Enclosed please find check for \$2, for which kindly send us 50 pamphlets containing editorial on front cover of May 9 issue and also pages 49-51, inclusive. This is, as you say, the most amazing revelation of national depravity in human history. I wish other scientific, technical and business papers would do even a small part of what the MANUFACTURERS RECORD has done since our entry into the war.

S. D. Ravenel, president Ravenel-Gabbett Lumber Company, Valdosta, Ga.:

I have read with amazement your editorial, pages 49 to 51, inclusive, in issue May 9. Please find my check for \$2. Send me 50 copies of the pamphlet for distribution.

I would that your paper and its many articles exposing the German character propaganda and hellish barbarities could get into the hands of the reading public and working element of our country. I am persuaded that then many, maybe practically all, of the foreign-born Germans would keep absolutely silent, as a matter of prudence for self-protection. I think, however, the seditious bill will shut the mouths of the contemptible disloyal foreign and, sad to say, American citizen.

I expect to send some of the copies to weekly papers for reprint.

Your paper has been the greatest educator of any paper I have read in matter of spreading and printing the rascalities of our enemy.

Hancock, Hargin & Hancock, Contractors and Builders, Mobile, Ala.

Please send us at once one hundred copies of Thyssen's Revelations as published in the Record of 9th inst., also send us one hundred copies of Dr. Hillis' portrayal. You may send them any way you desire, but get them to us quick, as we wish to distribute them among some of the people here.

R. K. Armstrong, 1406 Candler Building, Atlanta, Georgia:

The editorials, "The Most Amazing Revelation," etc., and "The Most Damning," etc., in the opinion of the undersigned, should be read by everyone in the world capable of understanding the English language.

G. W. Ribble, General Superintendent Postal Telegraph-Cable Company, Atlanta, Ga.:

Enclosed find check for \$2, for which please send me fifty copies of the editorial and cover page reprint mentioned in the attached clipping. I want these for personal distribution and use on the bulletin boards at the principal offices of this company in the Southern Division.

I consider these the strongest and most convincing

articles which have appeared among the many exceptionally able ones in your publication.

The G. C. Buquo Lime Company, Hot Springs, North Carolina:

Please post at once 100 copies "Damning Revelations of German Turpitude." Send bill for \$4.

Our motto is: Deportation for all guilty ones after war.

Start this ball rolling right now and keep it rolling until the thing is accomplished. Germany is the place for such monsters, and we must cleanse our fair land of them as soon as they can be shipped.

Struthers-Wells Company, Warren, Pa.:

Herewith please find our voucher check for \$8, for which please send us one hundred (100) copies of "The Revelations of August Thyssen" in pamphlet form, and one hundred (100) copies of "A Summary of Dr. Hillis' Portrayal of Germany's War Plans."

Asheville and East Tennessee Railroad Co., Asheville, N. C.:

Your splendid editorial on the front cover of your issue of May 9 I read with bated breath and thought as I read, "If I could only have a few copies of this could send to some pussy-cats I happen to know, how great would be my satisfaction." I then read your editorial and the revelation of this German beast. Your note came at the right place. I enclose check for \$2, for which please send me 50 copies and keep up the good work you are doing. I wish your paper had a circulation of at least 10,000,000 in this country.

The foregoing letters are given merely as samples of many that are coming from all parts of the country. If space permitted, it would be desirable to publish all of them merely to show how the American people are awakening to the reality of the German war and to the fearful crime which Germany has committed in bringing on this unspeakable war of murder and rapine for its own individual financial profit.

We wish the Thyssen revelations might be read by every man and woman in America. We are sure that no man or woman could read them without a deeper realization of the supreme necessity of conquering and destroying a Government which could for years deliberately consult with its business leaders for the express purpose of entering upon a war to loot the world.

WASHINGTON FINALLY GETTING RID OF PRO-GERMAN EMPLOYEES.

A DISPATCH from Washington to the Wall Street Journal reports that there has recently been considerable activity in the various departments in getting rid of pro-German employees. It is said that some of these people of pro-German tendencies were summarily dropped and others were called upon to resign. The dispatch also says that for the comfort of good Americans it may be added that any past luxury in the Washington departments in employing pro-Germans has now ceased, and that with the careful scrutiny which is now given to employees the record of these departments will stand at 100 per cent. of pure Americanism.

In the meantime what becomes of the judgment of those at the head of these departments who for a year have permitted pro-Germans to continue in Government employ in Washington? Last fall, when the MANUFACTURERS RECORD began a campaign to insist that the incompetents and the procrastinators and the pro-Germans should be eliminated from governmental departments, there was a great outcry on the part of some people, who said that we must not criticize the Government or any of its leaders. Fortunately for the nation, the criticisms which were then awakened by leading newspapers and by Congressional investigations are bringing about the elimination from the various departments of the Government of pro-Germans. But we are afraid that the full work has not yet been accomplished. Referring to some Washington officials, a business man of high standing in the country recently said to the MANUFACTURERS RECORD, "they are pacifists by nature and compromisers by habit," a clear-cut characterization of some people who have been identified with war work.

TWO AMAZING FORECASTS OF THE GERMAN MANY OF TODAY.

TWO interesting articles dealing with Germany, one an extract from the writings of Heinrich Heine, the German poet, and the other the republication of an alleged prophecy made about the year 1600 forecasting or foretelling how an anti-Christ would arise, the description of which is absolutely fulfilled by Germany in the present war, have been brought together in a recent issue of the Springfield Republican. The one from Heine is, of course, entirely correct, whether the reported prophecy of over 300 years ago was really made at that time or not. There is no reason to believe that the prophecy was not made then, but having no absolute proof of it we simply publish it as a matter of interest for what it may be worth. The two stories as brought together by the Springfield Republican are as follows:

Marvelous insight, from the point of view of the philosophic student of history and of racial characteristics, appears in the well-known passage of Heine's "History of Religion and Philosophy in Germany," often quoted since the opening of the war.

"Christianity—and this is its noblest service—has somewhat assuaged the brutal German lust of fighting, though it could not destroy it, but if once the restraining talisman, the cross, goes to pieces, the fury of the old contests will reappear—the wild eagerness to fight of which the northern bards have sung. That talisman is decaying and the day is coming when it will be lamentably destroyed. Then will the old stone gods raise themselves from their forgotten rubbish heaps and rub the dust of a thousand years from their eyes, and Thor, with his giant's hammer, will at last spring forth and shatter the Gothic cathedrals. When you neighboring peoples, you French, hear the tumult and the clashing, take heed to yourselves, and do not mix yourselves in the business which we are accomplishing in Germany. * * * Do not treat lightly my advice as the advice of a dreamer, when I warn you against the Kantians and the Fichtians and the Nature philosophers. The thought goes before the deed, as the lightning before the thunder. The German thunder is indeed German, and is not very nimble, and moves along after a somewhat leisurely fashion, but its time will come, and when you, some day, hear its crashing, such as has never been in the history of the world, know that the German thunder has at last attained its end. At the sound of it the eagles will fall dead from the air, and the lions in the farthest deserts of Africa will droop their tails and creep into their royal dens. A drama will be prepared in Germany, besides which the French Revolution will seem a harmless idyll.

"Be sure that the hour will come. As upon the steps of an amphitheater, will the nations of the earth group themselves around Germany, to watch the great prize combat. At that time, you French, I advise you to restrain yourselves and keep your temper.

"You know that when we make up our minds to quarrel with you, we shall have no difficulty in finding sufficient grounds. So I advise you to be ever on your guard. Keep yourselves always armed, stay quiet at your posts with musket on arm. I mean well by you, and it frightened me to learn lately that your ministry proposed to disarm France.

"Among the naked gods and goddesses that delight themselves upon Olympus with nectar and ambrosia, there is one who, though surrounded by all this joy and mirth, nevertheless always wears a coat of mail and keeps her helmet upon her head and her sword in her hand. This is the goddess of Wisdom."

The particularity of this forecast is almost uncanny: Heine sees the aviators dropping dead from the sky, and the Gothic cathedrals shattered by German shells, and the British lion at bay in the deserts of Arabia and Africa. Also he discerns the remoter causes of this outbreak of passion, in certain racial peculiarities of the German people, in certain features of their philosophy, especially their theory of the state, and in their practical substitution of a religion of force, that of Odin and Thor, for the religion of Christianity.

This remarkable prophecy enforces the lesson that only moral qualities can avail to restrain the brutal and the selfish instincts of human nature. Commercial contracts, treaties of amity, leagues of nations may be useful and necessary, but peace can be established in the world only when and only as far as men come to be animated by a spirit of justice and of genuine good-will.

From the Swiss Journal de Geneve comes another foretelling of present conditions that is less authenticated. In reviewing a collection of ancient prophecies recently published by an Italian priest, Giuseppe Cluffa, the Swiss newspaper quotes one prophecy that forecasts with striking precision many events of the present war and which, according to Giuseppe Cluffa, had been made by Fra Giovanni about the year 1600. The prophecy reads as follows:

"The real anti-Christ will be a monarch in his times, a son of Luther, who will proclaim himself a messenger of God.

"A war will give him an opportunity to unmask himself, a war which will not begin against a French mon-

arch, but against another, and which in two weeks will become universal.

"He will have only one arm; his innumerable armies, the motto of which will be 'God with us,' will resemble infernal legions.

"He will exercise for a long time his wile, cunning and treachery. His spies will spread over the entire surface of the earth, and he will have in his power the secret of Force.

"His sword will be like that of Christians, but his acts will take for their patterns those of Nero and of the Roman persecutors. He will have an eagle on his shield, and that of his acolyte, also a monarch, will likewise have an eagle.

"Under his standards there will be people from the most distant countries, Christians and Mahometans.

"At first the nations will be in despair, but soon the angels will bring them light, and they will understand that he is anti-Christ, and that they will become his slaves unless they crush him.

"He will have pity for no one; he will massacre priests, monks, women, old men and children; and, like the barbarians of old, he will carry a torch in his hand with which he will overrun the world in the name of God.

"To kill anti-Christ it will be necessary to sacrifice the lives of more men than ancient Rome had for inhabitants. The cock, the leopard and the white eagle will unite in defense of the world.

"Anti-Christ will appear about the year 2000, and his armies will surpass in numbers all the armies of the past. Savage tribes will be fighting against Christians."

HOW TO HELP SPEED UP SHIPBUILDING.

United States Shipping Board,
Emergency Fleet Corporation,
Washington.

May 17, 1918.

Mr. Richard H. Edmonds,
Editor and General Manager,
Manufacturers Record,
Baltimore, Md.

Dear Mr. Edmonds:

I thank you for your kind letter of the 16th instant. We are pushing along in every possible way our plans for accomplishing exactly what you state in your letter. I fully approve of your idea in every way and thank you very much for the suggestion.

Yours very truly,

C. M. SCHWAB,
Director General.

The foregoing letter from Mr. Schwab is in reply to one making some suggestions in regard to the necessity of an active, unending propaganda in every shipyard in the country, not occasionally, but day after day, to arouse the shipworkers to their responsibility in the winning of the war.

We believe that in every shipyard there should be an active propaganda to intelligently present all of the war issues to the ship workmen. Many of these do not have the opportunity to read broadly and intelligently. Some of them cannot read. If there were groups in every yard where well-informed men could explain the responsibility of the shipworkers to the nation and to civilization, and if in every yard some of the leading workers could be supplied with literature to carry on an intelligent campaign among the ship workers, a great change would soon come over the shipbuilding situation. The shipworkers would then realize fully that they are a part of the mighty army which is working for the defeat of Germany. They would realize that every rivet driven helped to save the life of some soldier on the battle field, perhaps, of the son or brother of the very man who drove the rivet.

While it would be well for the United States Shipping Board to take up such a campaign as this, individual yards need not wait on the Government. On the contrary, every shipyard should inaugurate a system of this kind for itself and supply its workers with an abundance of literature, furnishing the men week after week a continued succession of pamphlets bearing on the war. There are many splendid pamphlets on the subject which are available, the reading of which would illuminate any man who had not read them all. Many great speeches have been made and reprinted in pamphlet form which should have a wide circulation.

In every yard there should be great posters placed at so many points that they could not be overlooked, telling men of their individual responsibility and helping to arouse in them a spirit of consecration of their mental and physical ability to the hastening of the building of ships and thus to the shortening of the war.

"It Remained for Germany to Teach the Turk Brutality."— Oscar S. Straus.

IN these words Oscar S. Straus, three times Minister to Turkey, closed an extemporaneous speech at the banquet of the League to Enforce Peace in Philadelphia last week. It was a soul-stirring speech, made extemporaneously because, as Mr. Straus explained, he had already made one speech and was now called upon to "rattle around," as he described it, for a few moments in the place of the toastmaster, Mr. Taft, while waiting for the latter to appear.

It was a very remarkable meeting and a very remarkable banquet. Probably at no other time since the war began has there been any gathering addressed by so many statesmen and leaders of the country's affairs, where such stern, unequivocal purpose was expressed in regard to this country's unalterable determination to fight to the last ounce of its strength and to the shedding, if need be, of the last drop of its blood to the end that Germany shall be defeated. It was a "Win the War for Permanent Peace" convention and the only peace mentioned was the kind that will come on the Allies' terms after the murderous ruler of Germany and his gang have been defeated.

The ex-Ambassador to Turkey, leaning far over the speakers' table, with arm extended, while his whole form trembled, said:

"Eight hundred thousand Christians have been massacred by the Turks under German rule";
and, amid intense, horrified silence,
"it remained for Germany to teach the Turk brutality."

What a commentary on the Germany of Martin Luther! A nation gone mad with the lust of conquest. Brutes in human form who have stretched forth foul hands to seize innocent victims and have put aside every consideration of humanity to gain their ends. Surely the punishment of Cain will be visited upon them.

A great speech was made by Hon. Josephus Daniels, Secretary of the Navy. Perhaps the secret of the success of Mr. Daniels' administration of the Navy Department and in the duty assigned to the Navy, which he described as "keeping open the lane to France," may be found in his very evident love and admiration for the young men who are volunteering for their hazardous task in such large numbers that it is impossible for the Navy to accommodate and enlist all who apply. He asked his audience if any of them knew what sacrifice was entailed and what hardships were involved by taking up life on a destroyer. Frequently the men are required to go two and three days and nights without sleep, tossed by tempestuous seas, in quarters so confined that, in performing their work, they have had to take their meals standing. Worn by the rigors of the most severe winter any of us remember, they are still eager to get back into the "game," as they call it, almost as soon as their ship lands at the destroyer base for needed repairs or supplies. He spoke of his correspondence with Admiral Sims and described him as "that great sailor," which evoked round after round of applause. He said with the utmost earnestness that every safeguard of science and watchful care was being thrown around the troop ships that are going to France in ever-increasing numbers, and so far no ship that has been entrusted to the care of the navy has been lost.

There isn't any question of the fact that Mr. Dan-

iels' work and his sense of his responsibilities are inspiring to the country. He is making a record of which every American may well be proud. His whole talk indicates that he loves these boys as if they were his own.

Perhaps the most striking epigram uttered by Mr. Daniels was the following:

"The force of ideals has been subordinated by Germany to the ideals of force; but in the final summing up, when the affairs of humanity are to be straightened out, the force of ideals will again prevail."

The high record of the navy will be maintained while Josephus Daniels is in charge. He has shown that he is actuated by the "force of ideals" of which he speaks, but at the same time he has done a practical work with his immense task that has brought him, not only a secure place in the affection of the country, but he has won the admiration and unstinted praise of our Allies.

His reference to our vast merchant marine now building, and the statement, "No longer will the products of our factories be shipped in foreign bottoms," caused some who heard him, who have struggled for an American merchant marine in the days before the war, to wonder if they heard aright.

He added:

"When this war is over, and we come to write the treaty of world-wide peace, it will contain stipulations and covenants for maintaining permanent peace. Every nation admitted to the Parliament of Man and the Federation of the World must and will agree to submit all differences to the arbitration of an international tribunal, and behind this tribunal an international navy must be strong enough to enforce the decrees of that high court. We are building a mighty navy in America, not alone because it is needed to win victory, but as well also that America may make its large contribution of the most powerful and swiftest ships to win respect for the decrees of this high court and ensure their execution for the welfare of all free nations, for all the years of peace which will bring lasting happiness and mutual friendships to the peoples of all races."

William H. Taft, ex-president, jurist, Secretary of War, was inimitable. He is always inimitable. His chuckle, his healthy optimism, his intellectual judgment of men and events, have always made him an interesting speaker, but on this occasion the thing that endeared him to his audience and swept them off their feet was his intense patriotism. Mr. Taft has not been noted for his vehemence in his public addresses, but his description of Germany, the murderer, the Germany that "we are to defeat if it takes every man we've got," was given with all the earnestness that a strong man could summon.

The title given the convention was "Win the War for Permanent Peace," and every man who came there—and every woman, too—from all corners of the country, seemed to have his and her thoughts reflected by the speakers who voiced, with one accord, the sentiment of the entire land, that we are in the fight to a finish. The inspiration from an occasion of this kind comes from its voicing and substantiating our own thoughts and impulses. The individual may at times question the indignation he feels in his breast against Germany and the unspeakable crimes which this outlaw nation under depraved rulers has been committing; but when in contact with Americans from all parts of the land

who are imbued with the same feeling and express the same indignation, his resolve is strengthened, his purpose fortified and enlarged.

There is no question of the fact that the United States has never had an issue before it upon which there is coming to be such whole-souled, undivided thought and purpose, as the issue of this war into which we have been drawn to save ourselves and humanity.

ON TO BERLIN!

UNTIL Germany and Austria learn from actual experience the full meaning of war, even though the most humane methods be adopted, the people of these countries will not appreciate the horror of sufferings which through their accursed work they have brought upon France and Belgium and other countries. These horrors would have been had enough to endure if every German soldier had been moved only by the highest impulse and not one had proved a beast. They would have been had enough to endure if cathedrals and churches had not been wantonly destroyed.

They would have been had enough to endure if women and children had been protected as in all other wars among civilized nations. They would have been had enough if Germany's armies had followed the instructions of General Robert E. Lee to his troops when invading Pennsylvania he warned them of dire punishment if any soldier should violate the rules of war, and he cautioned them that they were not making warfare upon women and children, or unarmed men, and that they must safeguard the rights of these and of property.

The invasion of Belgium and France and other countries would have had its horrors even if these rules of civilized warfare had prevailed, but all of the unspeakable outrages which have been committed for the express purpose of giving free rein to the passions and to the bestial nature of German soldiers in order to frighten other nations have made the invasion of Belgium and France a veritable hell on earth.

Emperor William, in an address last week to the Town Council of Aachen (Aix-la-Chapelle), according to a dispatch from Berlin, said:

I am glad to be able to salute you gentlemen. In the west I inspected half of devastated France. There only one obtains the right impression of the awful state that has been spared the Fatherland. Whoever should grow faint hearted ought to come to the front and see the devastation. Then he would cease to lament his fate and be satisfied with his lot and bear patiently the hardships and privations of war's horrors.

The offensive goes well ahead. Already 600,000 English have been put hors de combat and 1600 guns have been captured. Everywhere the French must help. Our opponents have had a bad time. They deserved nothing else. Our task in the west will be accomplished, but we must be patient. We cannot settle in a day armies of millions.

We shall obtain our aim. Difficult tasks are before us, but to deal with these we have efficient workers.

We have gone ahead in the Crimea also. The first trains with foodstuffs have arrived at Berlin from the Ukraine, improving the food supply. Sebastopol has been captured and a big richly laden fleet there. We shall revive the Black Sea traffic.

The position, therefore, is good. I am delighted with the patriotism prevailing in Aachen, on the Empire's frontier. The spirit of the troops is excellent. There are many Rhinelanders and many Aacheners among them. I believe it is now time to abolish all that is foreign. We must cease to talk French. Let us, rather, talk low German.

In this statement Kaiser Wilhelm glories in the devastation of France and he congratulates Germany that it has been spared from such destruction.

He says, "We shall obtain our aim."

The aim of Germany is the looting of the world, the murdering of millions of innocent people for the aggrandizement of militarism and of the enrichment of Germany. That is the aim for which Germany entered upon this war; but that aim will never be attained, for Germany shall never be allowed to

win, even though it requires the fullest measure of America's manhood to destroy the beast.

It is well, however, for the people of this country to fully understand the whole plan of Germany's warfare, its diabolical object and its frightfulness, in order that we may measure up to the task before us and that we may determine that not until American armies with those of the Allies have marched millions strong through the great cities of Germany and Austria shall there be one word spoken in behalf of peace.

On to Berlin! should be the cry of America, and it matters not how great may be the effort of Germany to secure peace, which would be the peace of death of civilization if Germany should win, we should never stop or think of stopping until in Berlin Kaiser Wilhelm has before the firing squad or on the gallows paid the penalty of his crimes and all who have been co-partners with him have likewise suffered the death penalty. Then, with the people of Germany freed of this accursed power, will be the time to talk of peace, but not until then.

A TALE OF WORLD-WIDE GERMAN BUSINESS AND POLITICAL PLOTTING.

EVIDENCE is accumulating to show that had it not been for the political unrest which was growing in Germany and which made the Kaiser go to war to save his dynasty and the autocratic system, German control over industry and trade might within a few more years have been so established throughout the world that it could never have been shaken off of some of the most important lines of business.

Not long ago it was published that the custodian of alien property for the United States Government had required the removal of five directors of the American Metal Co. and had had their places filled with loyal Americans. Now it is revealed in the New York Globe and Commercial Advertiser of May 7, in the course of a long and detailed article by Judson C. Welliver, a staff correspondent, that this company was linked in a great German combination of money and industrial interests, believed to be backed by the German Government, and organized for the purpose of controlling the metal resources of the world, especially those of copper, lead, zinc and silver. The ramifications of this business plot, for such it must be called, are being gradually uncovered, and the work, as far as it has proceeded, has caused much concern in England, where it has long had its tentacles fastened upon extensive interests, from which they will be shaken loose, as elsewhere. The United States and the British Governments are said to be co-operating to break up to its last vestige any trace of German interest in the several lines of metal production and industries named, as well as of other non-ferrous metals, world control of which was also the object of the German heads of the scheme.

The article mentioned says that the American Metal Co. was the American end of the combination, and that a group of powerful Frankfurt banking interests was the real head. It included groups of British, French, Spanish, Italian, Austrian, Swiss, Dutch, Belgian, Mexican and Australian concerns. Inasmuch as Germany has large stores of iron, and as she expected to acquire much more of that metal through conquest, the trade combine did not make any special effort to get control of iron, although it was after metals used for tempering iron and steel—manganese, for instance. Forty-nine per cent. of the American Metal Co.'s stock was found to be held by Germans, and its management was entirely German. Now it is said to be safely American, although six of the old directors remain. Henry Bruere of New York, with the approval of the War Industries Board, has gone to Switzerland to negotiate for the purchase of the German shares, but any deal must be approved at Washington. The capital stock is \$3,500,000.

Continuing, the article says:

It is only when the German metal combination is viewed as a whole that its significance can be understood. At the center of the world-wide system are the Metallgesellschaft, the Metall Bank und Metallurgische Gesellschaft, the Deutsche Gold und Silber Scheide Anstalt, Roessler-Roessler und Hasslather Chemical Co., Merton Metallurgische Company of England, American Metal Co., Henry F. Merton Company

(Ltd.), Beer, Sondheimer & Co. of Frankfurt, and Aaron Hirsch und Sohn.

Each of these concerns has an immense number of subsidiaries scattered all over the globe. They reach to every continent and to the islands of the sea. * * *

The British authorities discovered that English capital had been interested in vast quantities in these German investments, the German Metallgesellschaft and its associates always taking care that German control be carefully preserved. For instance, the huge Merton interests, with headquarters at London, were popularly supposed in England to be essentially English. It has developed, however, that they were dominated from Frankfurt, just as was the American Metals Co.

This organization to control metals was the supremely ambitious effort of the cartel system. Back of the Metallgesellschaft stood the Metallbank and Metallurgische Gesellschaft, and behind them, in the shadows, stood the German Government, always ready with diplomatic assistance, financial aid, international intrigue, to help the game. If a difficult negotiation involved international aspects and might be furthered by such a manifestation, the shining armor was polished a bit brighter. * * *

In order to attract outside capital, which should bear the burdens and incur the risks without control, participating and financing corporations were organized everywhere. The Frankfurt, London and New York concerns turned over to separate holding companies their interests in mines and smelting plants. In this process there was formed about twenty years ago, as a subsidiary company of the Metallgesellschaft, the Metallurgische Gesellschaft of Frankfurt, and some years later the Merton Metallurgische Company was formed as a subsidiary of H. R. Merton & Co., and about the same time the Metallurgische Company of America was organized as a subsidiary of the American Metals Co.

Other holding companies which were formed included the Compagnie des Minerais, Liege (capital 2,500,000 francs); the Societe Auxiliare des Mines, Paris (capital 5,000,000 francs), and the Compania de Minerales y Metales, Mexico. Together with the French banks, Cohen d'Anvers, the Societe Generale Pour Favoriser le Developpement du Commerce et de l'Industrie en France, and other capitalistic groups, the Societe des Cuivres et Pyrites, Paris (capital 30,000,000 francs) was organized in 1907 for promoting the development of three Spanish copper companies, the San Platten, the San Miguel and the Pena Copper Co.

Two subsidiary companies of the Metallgesellschaft and Henry R. Merton & Co. are the American Metal Co. and the Australian Metal Co. of London and Melbourne, respectively. They attend to the purchase and sale of metals in their respective parts of the world in behalf of the two parent concerns. In 1906 the Berg und Metallbank A. G., located at Frankfurt, was organized with a capital of 40,000,000 marks. This holding company was founded by the Metallgesellschaft, together with the Metallurgische Gesellschaft, the Deutsche Gold und Silberschiedanstalt, the Darmstadt Bank, the Berliner Handelsgesellschaft, the Diskontogesellschaft and several private bankers at Frankfurt. From one-quarter to one-third of the capital in the principal undertakings of the "Merton Concern" was turned over to the Berg und Metallbank. In 1910 the Berg und Metallbank A. G. was consolidated with the Metallurgische Gesellschaft into the Metallbank und Metallurgische Gesellschaft A. G., Frankfurt a. M., with a capital of 40,000,000 marks.

The devious methods by which the Germans have kept financial control in their own hands are illustrated by some discoveries which the alien property custodian has made concerning the American Metal Co. Nominally only 49 per cent. of American Metal Co. stock is held by the German interests. But investigations developed that the Merton Syndicate in London owned 12,000 shares. If, now, the Merton Syndicate proves to be enemy controlled, as is strongly suspected, then the American Metal Co. has been under nominal as well as actual enemy control. The British authorities are investigating the Merton group, and if it proves German controlled, then actual control of the American Metal Co. will come to this side and the alien property custodian will take entire charge of it.

As matters now stand, five of the eleven directors have been dictated by him. They are Henry Morgenthau, former Ambassador to Turkey; Louis L. Clarke, president of the American Exchange National Bank of New York; E. C. Converse, director in the Bankers' Trust Co. of New York; Andrew W. Mellon of Pittsburgh, representing the big Mellon interests of Pennsylvania, and George McAneny of the New York Times. Mr. Morgenthau has been placed on the finance committee, which operates the plants. * * *

One of the reasons for particular concern about the American Metal Co. is that it has been strongly suspected of complicity in anti-American intrigue in Mexico. Its interests there are large and scattered, and information has been obtained which points to their active participation in anti-Ally and anti-American plots. * * *

It is always part of the German financial plans in such cases to distribute the non-German holdings so widely that even a small minority will insure absolute control. Thus American, English, French, Italian, Dutch, Russian and Austrian money has been freely used to support projects which aimed at nothing less than the destruction of the metal industries and commerce of these countries. * * *

As a result of inquiries by American consular authorities in Germany and metal experts all over the

world, a chart has been prepared showing the chief intercorporate relationships. Control is vested in the central German group through all the devices of stock control, interownership of stock, interlocking directorates, syndicate connections and marketing contracts with the German marketing organization. These relationships are always employed to insure a centralized price control and a fundamental harmony among the policies of the various companies.

Closely related to the metal producing and marketing combination is the German syndicate aiming at domination of gold and silver production. The Deutsche Gold und Silberscheidanstalt was formed in 1872. * * * Relations between this gold and silver syndicate and the interests at Frankfurt and London are very intimate. The gold and silver combination is a widely ramifying concern, and, following characteristic German methods, has sought to control precious metal productions by the indirect process of controlling the chemical industries on which that production largely depends. Thus the gold and silver combination is the center of gravity for several cartels, including the convention of manufacturers of potassium, ferro-cyanide, the convention of manufacturers of potassium cyanide, and the convention for quinine and quinine salts. * * *

From the beginning of the war there has been universal wonderment at Germany's ability to find necessary stocks of certain metals, such as copper, tin, zinc, lead, nickel and platinum, which are absolutely necessary in war industry. The investigation of the international metal-control combination has supplied the answer to these questions. * * *

Long before the war it was notorious in the metal industry that Germany was absorbing a share of the world's copper output far beyond the apparent needs of the German electrical and other copper-using industries. Probably the share thus absorbed was even greater than the world at large suspected. The same is true of various other metals essential in war.

The English investigation has shown beyond doubt that this German combination was a part of the scheme of secret preparation for the war, as well as for control of the world's industry. Needless to say, the various allied countries, since they have realized the true significance of this organization, have been adopting drastic methods to break up the German combine and insure that never again shall it drift back into German control.

All these German concerns will be reorganized to insure loyal control, and they will be watched in the future. * * *

The American Metal Co.'s interests in this country concerned lead, zinc, copper and silver. It owned all stock in the American Zinc & Chemical Co., operating smelters and acid works, with a capital of \$2,500,000. Other subsidiaries were: Companie de Minerales y Metales, lead, zinc, copper and coal mines, and transportation in Mexico, capital 2,500,000 pesos (the American Metal Co. had nearly 98 per cent.). Subsidiary to this is the Metallurgica de Torreón, a lead-smelting concern, of which 65 per cent. was held by the American Metal Co.; also the Bartlesville Zinc Co., capital \$500,000, entirely held by the American Metal Co.; smelting plants at Bartlesville (Okla.), Collinsville, Blackwell and Lanyon Starr.

Subsidiary to this are the Haley Gas Co. and the Smelter Gas Co., both controlled by the Bartlesville corporation; Compania Minera del Penoles, controlling lead and zinc mines (the American Metal Co. holds only 18 per cent., but entirely controls operations); Compania Minera Paloma y Cabrilla, operating lead and zinc mines (the American Metal Co. holds 20 per cent., but entirely controls operations); Consolidated Interstate Callahan Mining Co., zinc mining; Union Basin Mining Co., zinc mining. * * *

The article also gives the names of sundry other companies in which the American Metal Co. is interested in one way or another, these concerns being not only on this continent, but in others, including South America. Altogether, it is a conclusive revelation of much of what has been done by German capital and German industrial and political agencies in this and other countries where the insatiable ambitions of the Kaiser and his associates led them to endeavor to extend their authority.

GOOD FOR FLORIDA.

ALL Florida is to be congratulated that Duval county, in which Jacksonville is located, has voted by a large majority for prohibition. Jacksonville has been one of the hotbeds of the rankest, rottenest liquor trade of the country and the Government had threatened to abandon the Army camp located in Duval county if conditions were not changed, when the self-respecting people of Jacksonville determined to make a fight against the accursed liquor traffic which was seeking to debauch the soldiers and at the same time to cleanse Jacksonville of this traffic which had disgraced the city and the South.

Not only is Florida to be congratulated, but the whole nation will rejoice that one more stronghold of a traffic in souls is to be cleaned out.

A GREAT CHEMIST SAYS SOUTH IS TO BE INDUSTRIAL CENTER OF COUNTRY.

"YOUR support was a potent factor from the very start, and I can say without reservation that much of the success of the Appalachian trip was due to your efforts.

"It is difficult to estimate the vast benefits resulting from the trip, but I am firmly convinced that the day is not far off when the Appalachian South will be the greatest industrial center in the whole country. Not one of our members who was fortunate enough to take the trip ever imagined that the resources of the Southern States were so diversified and so vast. And as to natural scenery, beautiful home sites and hospitable people—there has been no end of praise and admiration."

The foregoing is an extract from a letter from Mr. Colin G. Fink, who, as president of the American Electrochemical Society, was one of the leading spirits in that great organization in co-operating with the MANUFACTURERS RECORD in inducing the members of the Society to hold their annual meeting in the South.

Mr. Fink is one of the foremost experts of the country, and has long been associated with the American Electrochemical Society, an organization which in connection with the American Chemical Society represents the great constructive geniuses of America in chemistry and electrochemistry. His tribute to the marvelous resources of the Appalachian South, which he and other members of the Society recently visited, and his prediction that that section "will be the greatest industrial center in the whole country" is the forecast of a man who speaks in terms of science, and of a man whose word carries weight in all the great centers of industry and capital in America.

This testimony from Mr. Fink is in itself worth more to the South than all the effort and preparations made for inducing the members of the American Electrochemical Society to hold their meeting in the South.

The MANUFACTURERS RECORD, in its campaign to induce the members of that Society to make this personal investigation of the South, took the ground that they would be tremendously benefited by a study of the South, and that the nation would be benefited by their knowledge of the resources of the South. When by reason of war conditions and the cutting out of railroad transportation there came a critical time when it looked as though the Society would abandon the trip, the MANUFACTURERS RECORD made an aggressive campaign upon Director-General McAdoo and Regional Director Markham to show that a special train was more than justified, and that great good would be accomplished by inducing these members to carry out the plan which they were then about to abandon of having their annual meeting in the South.

The statements which have been made by the members of the Society about the resources of this section as seen by them, now emphasized by this remarkable statement by President Fink, will prove of almost limitless value to the nation by attracting to the South the capital needed for the utilization of the resources of this section for producing the things needed for the winning of the war.

On the trip of the American Electrochemical Society to the South the MANUFACTURERS RECORD was represented by Mr. William H. Stone of our staff, who wrote the report of the trip, which appeared in our issue of May 9. In a letter to Mr. Stone in regard to that report Mr. Fink said:

I want to congratulate you upon that splendid report of our trip appearing in the May 9 number of the MANUFACTURERS RECORD. Let me reassure you that I deeply appreciate the valuable assistance and co-operation extended to the society throughout the planning and execution of our Southern trip. I met with so much opposition in the North when suggesting the trip that the warm enthusiasm of Mr. Edmonds and yourself was indeed greatly prized. Your support was a potent factor from the very start, and I can say without reservation that much of the success of the Appalachian trip was due to your efforts. It is difficult to estimate the vast benefits resulting from the trip, but I am firmly convinced that the day is not far off when the Appalachian South will be the greatest industrial center in the whole country. Not one of our members who was fortunate enough to take the trip ever imagined that the resources of the Southern States were so diversified and so vast. And as to natural scenery, beautiful home sites and hospitable people—there has been no end of praise and admiration.

BUSINESS LEADERS NOW BEING CALLED TO BUILD OUR FIGHTING MACHINE.

NO one could possibly have studied our management of war affairs during the last 12 months without being struck with the fact that while we are now beginning to put great business leaders to the front, we struggled for nearly 12 months to create a fighting machine through the activities of men who had had little or no business experience and who were wholly unfitted for the great task.

Apparently the thought prevailed in Washington that visionary theorists were better fitted to handle great business problems than the constructive geniuses who have made American business methods the wonder of the world. Many of these men were rightly characterized in a recent statement by a visitor in the office of the MANUFACTURERS RECORD "as pacifists by nature and compromisers by habit," and that was the spirit which seemed to prevail for nearly 12 months and which is not yet quite dead; but, fortunately for the nation and for civilization, the Administration is now calling to the leadership in the building of a war machine men who have had experience in building great business machines, and this war is essentially a war where business methods must prevail. This is a war of science and mechanics and of limitless production of materials, a war of transportation questions, never faced before by any armies. To a large extent it is a war where the highest constructive ability of great transportation and business leaders is of supreme importance, as vital, indeed, as is the actual work of the military leaders on the battlefield.

Some phases of this situation were interestingly presented in an address before the Texas Bankers' Association last week by Mr. Lewis E. Pierson, chairman of the Irving National Bank of New York. Mr. Pierson pointed to one of the striking activities in Washington during the last few months in the "holding of post-mortems" on national war questions, and he said that the nation gains but slight consolation and no benefit from "disclosures" which only show "what might have been" if the right thing had been done in the beginning. "It is," said he, "an old saying that it is poor business to swap horses while crossing a stream, but how about the absurdity of trying to break in, in a day or two, a perfectly raw, untried colt with which to win a Derby?"

We have been having a good many "post-mortems" on situations which fairly reek with the rottenness of inefficiency or procrastination. We had them in the Shipping Board, and we waited more than a year through ceaseless wrangling and inefficiency before, through Mr. Hurley's work, we called the greatest shipbuilder in the world to the task of heading shipbuilding activities, and for 12 months not a man who had ever been connected with shipbuilding was called into the work of speeding up shipbuilding. We had them in the Ordnance Bureau as well as in other bureaus of the War Department, where priceless time was wasted through inefficiency, procrastination and red tape until, after a year of agonizing delays, which will mean the agony of death to many thousands of American soldiers more than would otherwise have been killed in this war, we have now revolutionized that department. We have now called into the War Department such men as Stettinius, Crowell, Major-General Goethals and others to do the work which incompetents and procrastinators through 12 months or more failed to do.

We have now brought to the "post-mortem" the aeroplane situation, which fairly reeks with the rottenness of delay, another great business genius, but we lost priceless time in doing it, and we have utterly failed to measure up to our responsibility to the nation and to the world through the failure of our aeroplane activities.

And the Fuel Administration! Through the inefficient handling of the fuel situation, beginning last summer, when the public was advised not to stock up with coal until a price had been set by the Government, there was chaos in the industrial world and suffering for the lack of coal to heat the homes of the wealthy and poor alike. When shall we have a post-mortem in the Fuel Administration?

As Mr. Pierson said in his speech before the Texas Bankers' Association:

Is it not strange that in the administration of the great Government business departments which have been brought into existence by the war so much time should have been wasted in trying out men of uncertain

powers of leadership, when there were easily available others whose pre-eminence in the leadership of great business is a matter of world knowledge?

Let us be perfectly frank with ourselves. Are we using ordinary, every-day business sense in our conduct of this war? We go on from day to day hoping and believing that in some way we shall win the war, and at the same time failing to utilize national resources, without which its winning, as we would have won, becomes a problem not in the least easy to solve.

It may be said that in the war we are doing well, are making extraordinary progress, are moving at a rate unprecedented in the history of our country, but will anyone say that we have done the best that is in us, that we are getting even 50 per cent. efficiency from this splendid national equipment with which we find ourselves provided?

It should not be difficult to select as leaders in our war business activities the comparatively few men who are best qualified for such purposes. There is no country in the world in which the superiority of the truly great business leaders is so sharply shown as in our own. Their leadership in business is not a matter of chance, or accident, or favor, but has come from the fact that in the market of men their value as business leaders clearly and unmistakably ranks above that of other men.

These great war business problems with which we are struggling at present are desperate problems. Upon our ability to solve them depend not only a large measure of our success in this war, but, we almost might say, the destinies of mankind.

And what is the answer to it all? Simply this: In our war operations we should recognize the simple, definitely written rules of good business. The solution of business problems should be left to business men. Government should come to realize that the only safe basis for action involving business problems is one which will include the best which has resulted from the business training, the business experience, the business judgment which the nation has developed.

Had the policy here outlined—and the need of it was as plain as the noonday sun—been adopted at the beginning of the war, we would be far closer to the winning of the war than we now are. For many years our country has made a business of fighting business men and big business. It has been a habit of the mob-spirit of the nation, from the highest to the lowest, to assail the great business creators of the country. Men whose genius for business leadership was as great as the genius of some painter for art, or that of some sculptor who has cut his name indelibly into the history of civilization, or the genius of a great poet who has sung himself into immortality, have been berated and their success assailed.

The politicians, the muckrakers and a large proportion of the nation's population have all been busy for the last 10 or 15 years bitterly assailing these great business geniuses, and at the beginning of the war Washington authorities either lacked the vision or the courage, which it was we know not, to call to the building of a mighty war machine the greatest constructive geniuses of the age.

We poured out billions of money to be expended largely by men who had never dealt in big figures.

We planned vast fighting machines, outlined and organized by pacifists, or by people who had never had a real, burning realization of the meaning of this war, and so it is not surprising that many mistakes have been made. Most of them could have been avoided. Had Washington had the vision and the courage to do 12 months ago what it is now so splendidly doing in calling to the Government such men as Schwab, Ryan, Stettinius, Crowell, the great railroad leaders of the age and other men without whose work the whole war-making machine would have utterly collapsed and the nation would have suffered the unutterable woe of defeat, we would be many months, possibly years, nearer to victory. It is time to learn from this sad experience the importance of getting the right man now for every big task ahead of us and thus avoid the making of other costly blunders.

THE SOUTH AS A GRAIN PRODUCER COMPARED WITH CANADA.

CANADA is generally regarded as one of the great agricultural regions of the world, and justly so. It is a country of wonderful agricultural as well as industrial potentialities, and in this war, as in its railroad and other creative activities, Canada is showing an amazing illustration of the strength and force of its people.

We have been so accustomed to think of the vast wheat fields of Canada and of the great work that it is doing in war, and which it for years has done in finance, that Americans will doubtless be sur-

Optimism Should Rule the Nation Against the Curse of Pro-Germanism.

Pascagoula, Miss., May 17.

Editor Manufacturers Record:

I have just read, on page 60 of the May 16 number of the MANUFACTURERS RECORD, your article on "Intentional or Unintentional Pro-Germanism of Some Papers," and it is one of the most timely that you have ever written. To be frank with you, I have often wondered why you have not ere this attacked with your usual vigorous manner this evil, as there has been a necessity for it. Whether or not some of our newspapers are secretly favoring Germany through sympathy or because they have "cold feet," I am not prepared to say, but there are evidently some weak brothers among the brethren and a sad want of sound judgment. Intentionally or not, they have been aiding the Hun.

On the 22d day of March, when Hindenberg had begun his long-advertised drive, a city paper issued an extra, and on the front page, in big letters, appeared the startling headlines, "The English Lines Crumble," "The Huns Are Bombarding Paris," etc., and never before in my life have I had such a time as I had that night in meeting and combatting the panic that beset the people. Satisfied from my own studies and investigations, made along my own lines, that the headlines were either deliberately sensational or a "fake," I spent the whole afternoon until a late hour that night in trying to instill courage in the public. Rumor upon rumor flew fast, each one more exaggerated than the first. At length I was told by one who had too much good sense to believe, and tried to refute it, that in his town a prominent business man had brought word that a banker in Pascagoula had wired a bank in New Orleans, which had answered that the Huns had penetrated the English lines and were within 30 miles of Paris. Not until that night—when the New Orleans Daily States arrived from New Orleans, giving correct intelligence—did the excitement abate. While satisfied that the lines of the English held firm, I had no way to demonstrate the fact, but had to depend upon logic alone.

This excitement was aggravated by the fact that on February 12 a Liberty speaker in one of the Southern cities had pronounced a most doleful prophecy of how the Hun would sweep down into Italy and crush the Italian, and then, sweeping through the Alps into France, drive the French and English armies into a corner of France and capture both armies before America could send her men across to the aid of the Allies. We were told that this speaker was selected by the National Government to arouse the people to action and make them more determined to meet the Hun.

In a communication to the Biloxi Herald I asked if this man was mad, and said that if he had been correctly reported he ought "to have been bound, gagged and his clothes searched," for, if it was his purpose to terrify the people of this nation and thereby weaken their morale and make them that more easily conquerable by the Hun, he had adopted the most effective way of accomplishing that purpose, while, on the other hand, if it was his purpose to arouse the people to action, the assinnity of his course needed no comment. His intentions might have been good, but, as Dr. Johnson said, "hell is paved with good intentions."

In February, when the Austrians were making their inroad into Italy, I wrote to a New York newspaper, telling it that, though the disaster was unfortunate, there was no need for pessimism, and that the "street talk" that Italy was out of the fight was either intentionally pro-German or was based upon unreasoning fear; that this was not the first time in her history that Italy had been called upon to meet the Hun, sometimes going down in defeat, but always rising again and conquering her conqueror; that, while I was not a strategist, I would state that the Hun had made a tactical and psychical mistake, for he had drawn a vast army from the front in Europe and placed it in a position where, when it met defeat—as it some time surely would—its destruction would be inevitable, and, besides, the invasion of Italy would unify Italy, as the very babes of the streets would fight for Italy. In short, "be of good cheer, as Italy would again be heard from." My manuscript went silently to the waste basket, the "great editor" deeming it unbecoming a great newspaper to sound a note of cheer in the face of disaster; and then, again, perhaps he thought, that "a squire of low degree" had no right to be dabbling with history and the psychology of nations. However

that may be, I noticed that while my note of cheerfulness went to the waste basket, the same papers were spreading upon their front pages in box-car letters the lugubrious vaticinations of "famous correspondents" as to disaster to the Allies.

Now, Mr. Editor, the fate of you or me will have little effect upon the result of this war, and it is not a matter of importance whether or not the world after our death remembers our efforts, but it is a matter of the greatest importance that the courage of the American people be kept screwed up "to the sticking point" in what is now and is going to be the greatest conflict in the world's history. For the United States to put forth her best efforts and to bring victory to our side, as she will do, her people want all the cheerfulness and courage that they can possess, and whosoever, whether he so intends it or not, depresses the courage is lending aid and comfort to the enemy. Overconfidence is a bad thing, but optimism never yet made a man run away from the field of battle and pessimism of cowardice. Does any man with a modicum of common sense believe that had Napoleon the night before Marengo, Austerlitz, Jena or Wagram issued a proclamation to his soldiers stating that on the morrow we go up against the enemy and we will meet with defeat, or that he is irresistible, that he would have won those victories? Napoleon was too great a soldier and had too profound a knowledge of human nature to commit such a folly, for, on the contrary, he always sought to arouse his soldiers' enthusiasm by promising them a victory, and yet, withal, only once did he commit the folly of being overconfident, and that was in his fatal march upon Moscow. Courage and cheerfulness should be ours, as it is only when we possess these that we will be certain of victory. The world's supreme master of thought, William Shakespeare, has, in "Richard II.," stated this psychological law:

To fear the foe, since fear oppresseth strength,
In your weakness lends strength unto your foe;
And thus your follies fight against yourselves.

CHAS. E. CHIDSEY.

CAPITAL ISSUES SEVERELY CUT.

Washington Committee Refuses Approval to All Not Absolutely Necessary.

A statement from Washington concerning the work done by the voluntary committee of the Federal Reserve Board on capital issues from its organization on January 12 last to May 14, when it was superseded by the committee appointed by the President under the War Finance Corporation Act, shows that applications embracing proposed issues totaling \$449,450,000 were considered by it. Of this aggregate \$251,300,000 was for the purpose of refunding or renewing obligations already created. Unqualified disapproval was given new applications totaling \$55,000,000, so the aggregate amount placed on the market this year is \$142,500,000. In the same period last year new capital issues totaled \$492,000,000.

Through banks and other financial institutions and its own subcommittees the capital issues committee succeeded in causing a postponement, for the period of the war, to projects involving more than \$20,000,000.

A total of \$61,000,000 in new capital for industries was approved. In the same period of 1917 industrial expansion involved new capital issues of more than \$285,000,000.

Twenty municipal projects have been abandoned until after the war as a result of the committee's work. Its disapproval of "unnecessary increases in municipal debts" cut the actual issues to \$41,000,000 for the last five months. Compared to this figure was the sale of more than \$105,000,000 last year.

The general attitude of banks and banking houses in refusing to handle new public utility issues unless they bear the committee's approval has limited that class of securities almost wholly to refunding and renewals of bonds. Only \$39,400,000 in such issues was sanctioned by the committee and more than half of that sum was embraced in the extensions of two electric lines which were held to have military value.

The new committee is composed of Charles S. Hamlin of Massachusetts and Frederic A. Delano of Illinois, both of the Federal Reserve Board; John Skelton Williams, Comptroller of the Currency; James B. Brown, president of the National Bank of Commerce, Louisville, Ky.; John S. Drum, banker, California; Henry C. Flower, president of the Fidelity Trust Co., Kansas City, Mo., and Frederick H. Goff, president of the Cleveland Trust Co., Cleveland, O.

Some Amazing Statements About Inefficiency in Handling Problems Relating to Railroads and War Industries.

Chattanooga, Tenn., May 18.

Editor Manufacturers Record:

I want to congratulate you on your letter of May 8 to Mr. McAdoo. Every word is the gospel truth. So eminent a financial authority as Mr. "Shylock" stated that when you took that which sustained life you might as well take the life itself.

The attitude of the railroads in the South is fundamentally wrong. If they are obeying orders, then the orders should be modified. Right now I am having an experience that is so annoying that it takes a greater amount of patience than I possess to handle it without an explosion. The F. J. Lewis Company of Chicago, manufacturer of roofing material from by-product coke-oven tar, after months of argument agreed to a location in Chattanooga for one of their branch plants, using the 8000 to 10,000 gallons of coal tar produced by by-product ovens here. They promptly located a plant and bought the land. Then I applied to the railroad for a side-track leading into the property from an adjoining track operated by all of the railroads in the city, but under the physical control of the Central of Georgia. The Central of Georgia authorities advise me that, owing to a ruling of the Director-General, they could not at their own expense put this track in. The estimated cost is about \$800. They showed me as proof of this statement an order from the Director-General stating that railroads would only be allowed to construct these industrial tracks to a point immediately off their right of way, and that before they could even assume this cost, say, \$150 to \$200, they would have to be advised of the origin of incoming freight and the destination of outgoing freight. All of this has taken up about six weeks, and Lewis & Co. are still waiting for their track, that has gotten no further along than the blueprint.

All of this is rank stupidity. How in heaven's name can the country support the Government in this war if its revenue is interfered with? We must either continue business or the day will come when the purchase of Liberty bonds and thrift stamps will come to an end.

I think the great difficulty lies in the fact that the departments are filled full of emotionalism that borders on hysteria, and these near-great men promulgate orders that the responsible head does not see.

CHAS. W. HOWARD.

\$1,585,511 Drainage System Contract—To Drain 145,000 Acres in Arkansas.

Contracts have been awarded for the Mississippi County Drainage District No. 17, which will provide for reclaiming 145,000 acres of land in Arkansas. They were awarded at a total of \$1,585,511 to five contractors, who are required to begin construction within the next six months and then to complete their work within 36 months. The contractors are Otto Koeltzky, C. C. Hawley, William Crumpacker, R. B. Gordon and A. V. Wills & Son. They will clear 5000 acres of land, remove 1,000,000 cubic yards of earth and construct 55 ditches, laterals and levees.

Plans and specifications for this important land reclamation enterprise were completed some time ago and proposals for the necessary construction were invited recently through J. L. Russell, secretary of the district, offices at Blytheville, Ark. Pride & Fairley, also of Blytheville, are the engineers who have designed the drainage system and will be in charge of construction. This drainage district extends from the extreme north-east corner of the county and State, near the Missouri boundary, in a southwesterly direction to Lepanto, in Poinsett county, where it empties into the St. Francis River.

Texas Town Wants Utilities.

EUGENE WOOD, Eastland, Tex.

This town is the oil town or city of this new field. We want a sewer system, water-works and gas service, and will give a good franchise to a man who can put in these utilities. Worlds of gas are going to waste within a few miles of town, and the present water outfit, owned by the city, could be gotten almost free.

The town is building a five-story hotel, a three-story office building and a great deal more work. Over \$1,500,000 worth of drilling has been contracted for.

Ships of Steel, Wood and Concrete to Be Rushed

MORE BOILER-BUILDING CAPACITY NEEDED TO EQUIP SHIPS.

[Special Correspondence Manufacturers Record.]

Washington, D. C., May 18.

The future of shipbuilding in the South has never been more promising than under the plans now projected by the Shipping Board. The cry continues for more ships, and the South Atlantic and Gulf coasts are to see a new era of prosperity as the vessels of all three shipbuilding materials rise from the ways to meet the nation's need.

No reduction in wooden shipbuilding is impending, as has been suggested from some sources. On the contrary, the Shipping Board will let contracts in sufficient numbers to keep every shipyard in the country filled. This is the officially announced policy. As a first step to this end the contracts for wood ships of the Daugherty and Ballin types will be doubled, making a total of 400 new vessels to be built, of which a large proportion will be constructed in the Southern yards. Wooden ships are now being launched at the rate of one a day, establishing a record for the industry in America.

In speeding up the ship program Charles M. Schwab expects to increase the output from 50 to 60 per cent. The requests for appropriations from Congress cover such an increase, and the shipbuilders are clamoring for new contracts as they find their first difficulties vanishing with the firm establishment of their industry.

When Chairman Hurley of the Shipping Board addressed his pithy letter to the management of every shipyard in the country, asking why production had fallen off, the replies received revealed an interesting attitude upon the part of the shipbuilders. Various reasons were given for the delays. Some did not answer the specific questions, but almost invariably the shipyard asked for additional contracts.

These are not to be granted unless the yards make good upon their original orders, and as the fact is brought home to the builders by the cancellation of contracts in yards where production has been poor, a renewed activity has been apparent throughout the industry. The results have been gratifying, for the Shipping Board is anxious to maintain its present organization and speed up in the established yards, rather than lose time in the building of new yards and making untried ventures.

With the yards operating well, the Government is anxious to shift some of the responsibility for sustained production upon the cities where the shipyards are located. These municipalities are vitally interested, not only as a part of the nation which is depending upon ships to bring victory to the cause of Liberty, but from the standpoint of local patriotism and pride, as well as the value of the plants for their commercial worth to the community.

In the South this local supervision is being secured through the co-operation of boards of trade or chambers of commerce.

The building of the South's share of the 400 new wooden ships will entail further responsibility upon the industrial forces in supplying timbers and labor, but the confidence indicated in the decision to enlarge the wooden shipbuilding program, officials believe, will not be misplaced. Mr. Schwab, although primarily a steel man, has recognized the important part played by the wooden ships in meeting the emergency of the times. While the majority of the wooden ships are to be utilized in coastwise trade, and larger vessels released to enter the transatlantic service, wooden ships are entirely practical for overseas trade if arrangements can be made for bunkering them on the other side. The loss of cargo space by enforced bunkering for a round trip is one of the deciding factors in placing wooden ships on shorter voyages for the present.

To keep up with the deliveries of wooden ships it will be necessary to maintain the production of boilers and machinery at a high rate. Among the ships already launched comparatively few deliveries have been made because of the inability of the Shipping Board to obtain boilers and machinery.

To meet the present needs, as well as those of the

expanding program, the Shipping Board is seeking out every boiler manufacturer in the country. Even the small plants which are capable of building but two or three boilers are to be given contracts. In this respect the same policy governs the Shipping Board as in the expansion of the shipyards. A plant already equipped to turn out even a few boilers is more useful than a larger plant which must be built from the ground up. Moreover, by spreading the contracts to include every plant, the small manufacturers are encouraged and aided at a time when assistance is most needed, and any over-expansion of the industry is prevented which might result in idleness after the war.

A force of Shipping Board employees located in Chicago is making a survey of the boiler industry in the interior, and to these inland manufacturers will be given the orders for the equipment in the wooden ships. The large Scotch boilers must of necessity be built along the coast, as they are too big for transportation by rail through the tunnels. No such difficulties are encountered with the water-tube boilers for wooden ships, and their manufacture can be distributed throughout the country.

Quantity production is also being sought in connection with the building of concrete ships in the South and on the Pacific coast. The expansion in this branch of shipbuilding will bring the total of concrete vessels up to 58, with a tonnage of 417,500 tons and an approximate cost of \$42,250,000. The 40 new ships called for in the program are of the 7500-ton type, and will be built in five yards of 4 or 5 ways each. Two of these are the Government yards at Wilmington, N. C., and San Francisco, and the others will be located within a short time.

The possibilities of the concrete ship have appealed to the interest of the public, and with the example of the "Faith," which has met every test in its trial on the Pacific, the Shipping Board has determined to give this latest development in shipbuilding the share of attention which is warranted by its apparent success.

Regardless of the material with which the ships of the nation are constructed, it is apparent that all available vessels must be put into service and their places kept filled in the yards. Although lacking official confirmation, it is generally understood that 1,500,000 fighting troops will be with the American forces in France by January 1, and, looking farther into the future, preparations are being made for 5,000,000. Back of these must be the workers of the medical corps, the Quartermaster's department, and the other organizations that support the fighting line, and to support all of these there must be ships, and still more ships.

General Pershing, in congratulating the Shipping Board upon the establishment of a world's record for shipbuilding in the launching of a vessel in 27 days, said that the support of the army of shipbuilders at home is essential to the success of the armies at the front. This spirit of brotherhood with the fighting forces now animates the entire shipbuilding industry, and under the enlarged plans of the Shipping Board will produce a merchant marine that will bring not only military success to the allied arms, but commercial prosperity to the nation in the reconstruction days which will follow the defeat of the enemy.

Concrete Ships at Aransas Pass.

A second plant for the construction of concrete ships will be established at Aransas Pass, Tex. It will be located by the France & Canada Steamship Co. of New York, which will build barges and probably other vessels. The shipyard site is on Harbor Island, and the Macdonald Engineering Co., R. P. Durham, vice-president, Chicago, has the contract to plan and build the yards.

The France & Canada shipyard will have two ways, each with space for barges 210 feet long, 10 of these vessels having already been ordered. It has been located at Aransas Pass through the recommendation

of the United States Shipping Board, which was recently investigating with a view of selecting this Gulf port as a location for one of the proposed five Government plants for building concrete vessels.

Plans and specifications have been determined for the Aransas Pass shipyard recently announced as to be established by Otto P. Kroeger of El Paso. Active construction on this plant is about to begin with a view of early completion. The Kroeger shipyard will be equipped for the construction of oil barges, tugboats and other vessels, the barges to be 250 feet long with 50-foot beam and 25-foot draft. Its site is on Harbor Island, facing Turtle Cove Channel, the water frontage being 700 feet.

RECORD SHIPBUILDING WORK AT NEWPORT NEWS.

Plant With \$100,000,000 Worth of Government Work Spending \$6,000,000 for Improvements and Extensions.

Newport News, Va., May 15—[Special.]—The Newport News Shipbuilding & Dry Dock Co., with more than \$100,000,000 worth of Government work under contract, is making plant improvements and extensions at a cost of nearly \$6,000,000. The yard has seven torpedo-boat destroyers on the ways all the time and is launching one every 10 days, having made the destroyer program its foremost work at this time at the request of the Navy Department.

The yard now is employing 9500 men, the largest number in its history. This number will be increased to 12,000 by the end of the year and 15,000 within one year, according to Homer L. Ferguson, president and general manager. More men would be employed immediately if there were houses available for them.

The housing problem now is the most serious confronting the company. Barracks for white and negro unmarried workmen have been constructed jointly by the shipyard and the Navy Department. The United States Shipping Board is building a town of 500 houses to the north of the city for shipyard workmen, the yard has built nearly 100 houses for its workmen, and the Shipping Board has announced that it will build four large apartment-houses of 80 apartments each during the summer.

The construction of the shipyard town is being pushed ahead as rapidly as possible, and some of the houses will be occupied within a month or so. The joint housing program of the shipyard, the Navy Department and the Shipping Board contemplates an expenditure of approximately \$4,000,000.

Buckroe Beach Hotel, located at Buckroe, a summer resort, has been commandeered and will be used to house 250 unmarried workmen. The Shipping Board has placed a housing adjutor in the city, and property owners who have jumped rents on the shipyard men have had their property taken over for the period of the war.

Officials of the shipbuilding company believe the housing program now is well in hand, and skilled labor is being recruited in various parts of the country.

The yard recently launched two destroyers on the same day, laying the keels for two more within five minutes after the first two left the ways. This is claimed by many to be a world's record, and the workmen are proud of it.

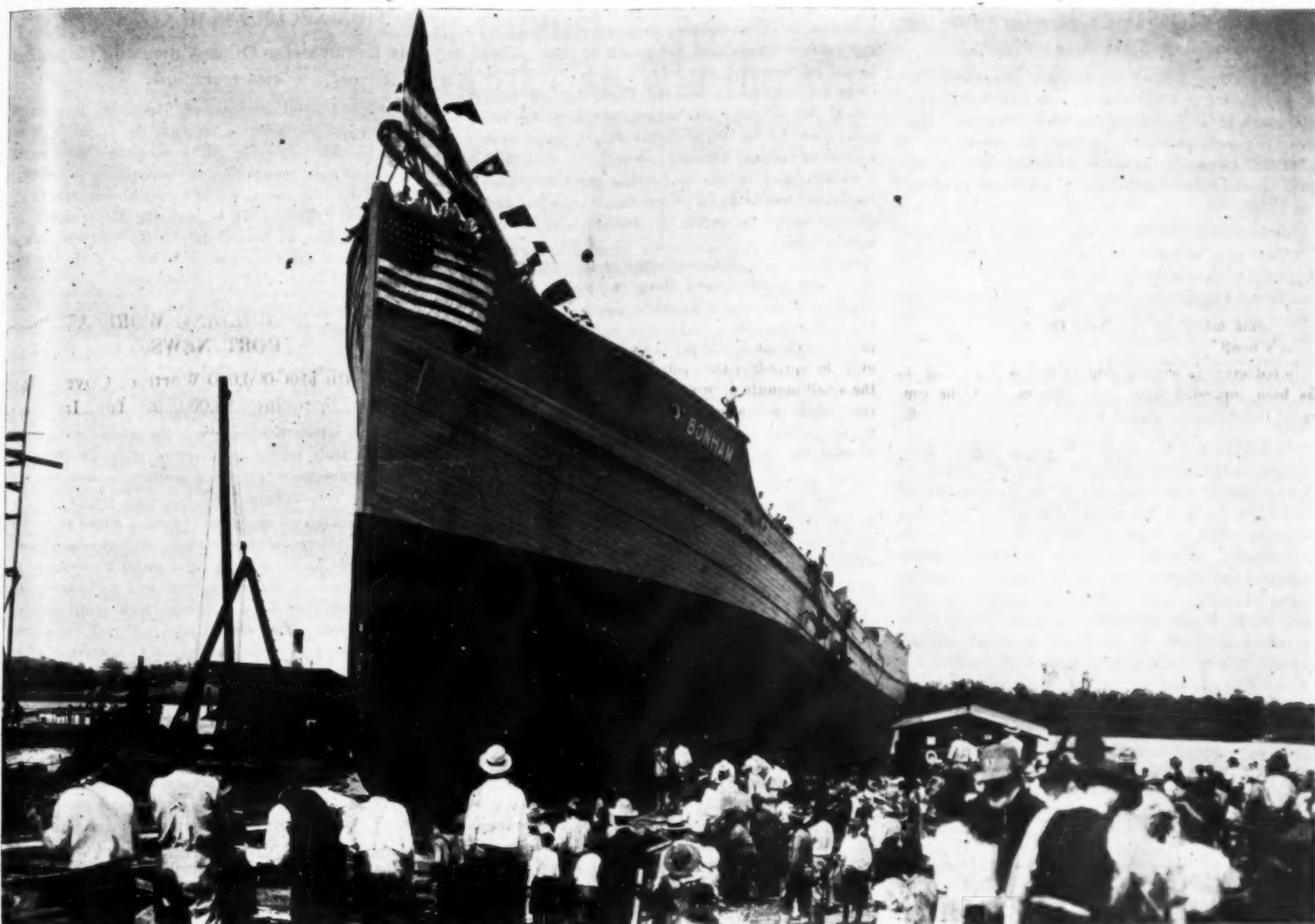
Additional destroyer ways are being built to the north of the present limits of the plant. These are being rushed to completion, and when completed 12 destroyers will be on the ways all the time.

Ways also are being built for the accommodation of two huge battle cruisers, the largest in the world. A new pier and new crane are in the course of construction; a new warehouse and pattern shop have been completed; a new machine shop, one of the largest in the South, has just been opened for use, and numerous other improvements and extensions have been made or are under way.

The yard is being extended 50 per cent. to the north of its present limits. A huge force of workmen is dredging, excavating and filling in day and night, and everything about the plant is humming.

Large Wooden Ship Launched in Texas Yards.

Beaumont, Tex., May 15—[Special.]—"Oneco," the first Government steamer to be completed here for the Emergency Fleet Corporation, was launched at 8.30



WOODEN STEAMSHIP 'BONHAM', 4700 TONS DEAD WEIGHT, BUILT FOR EMERGENCY FLEET CORPORATION, LAUNCHED FROM NATIONAL SHIPBUILDING CO.'S YARDS, ORANGE, TEX., MAY 11, 1918.

o'clock Saturday night from the ways of the Beaumont Shipbuilding and Dry Dock Co. on Island Park. The launching of the "Oneco" was unusual in that it took place after nightfall.

Before June 1 the steamship "Swampscott," officially known as "No. 448," will be launched from the ways of the same company. Manager C. O. Yoakum has announced. By that time it is expected that the Lone Star Shipbuilding Co. and McBride & Law will also be ready to launch vessels.

The Beaumont Shipbuilding and Dry Dock Co. will shortly add marine railways to its dry-dock facilities. It was announced Saturday that all the piling had been driven and the dredging completed preparatory to the installation of the 3200-ton marine ways. Work on the 8000-ton floating dry dock, which is being constructed under contract with the Government, is progressing in a satisfactory manner.

A wire was received from Washington Saturday night to the effect that the Emergency Fleet Corporation desires 10 more of the 4700-ton ships of the Beaumont yards, besides those already contracted for. The news followed a visit to Washington by J. W. Link, president of the Beaumont Shipbuilding Corporation.

The large wooden steamship "The City of Bonham" went into the waters of the Sabine River from the ways of the National Shipbuilding Co. at Orange, Tex., Saturday afternoon at 3.45 o'clock. The name of the monster craft had been selected by Mrs. Woodrow Wilson, wife of the President. Like her sister ships, the War Mystery and the War Marvel, "The City of Bonham" is of 4700-ton capacity, being 320 feet long and 47 feet wide.

Many citizens of the city of Bonham, Tex., in whose honor the ship was named, were present at the launching.

Emergency Fleet Corporation Ship Launched at Pascagoula.

Pascagoula, Miss., May 18—[Special.]—On May 15, at 4.50 P. M., the Dierks-Blodgett Company launched the Pascagoula, the first ship built on the Gulf coast

for the Emergency Fleet Corporation. It is of the Ferris type wood and steel steamer, with twin screws and 400 horse-power auxiliary, 3500 tons, 280 feet over all, 46 feet beam and 26 feet deep; 1,500,000 feet of lumber was used. This vessel was built under the supervision of W. S. Brusstar, Jr. It was seven months in construction, but all of 60 days, say the builders, were lost through changes in plans by the Emergency Fleet Corporation. Eight months ago the buzzards and wild turkeys were roosting in the pines from which this good ship was built, they being the only birds that in this neck of the woods roost in tall timber.

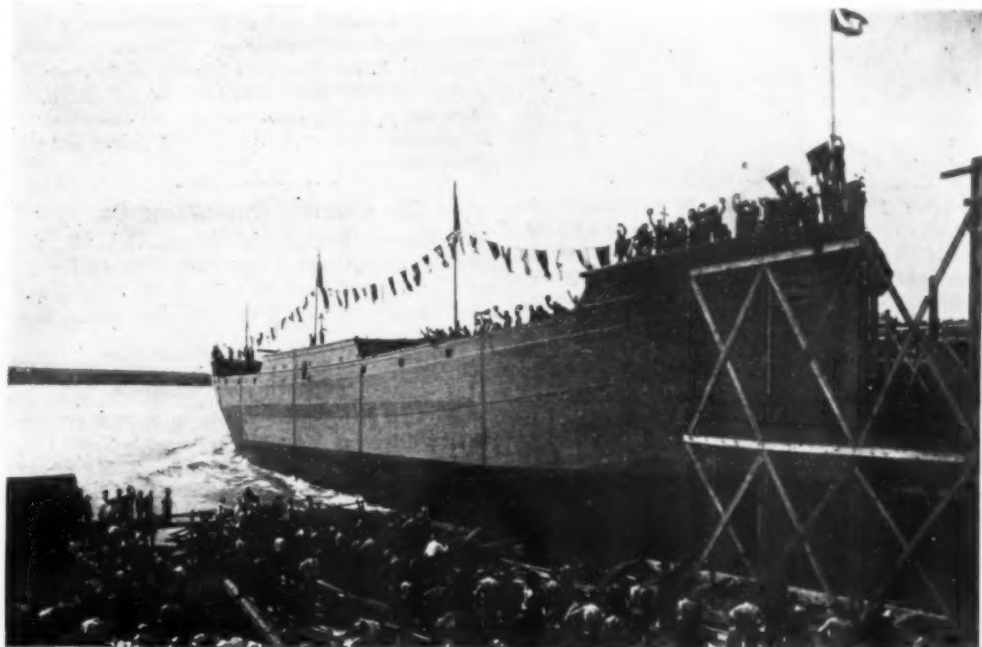
The Dierks-Blodgett Company is composed of F. H. Dierks, president; J. A. Blodgett, vice-president; L. G.

Blodgett, treasurer, and D. V. Dierks, general manager. The Dierks are members of the Dierks Lumber & Coal Co., Kansas City, and the Blodgetts of the Blodgett Construction Co. of Kansas City.

Several hundred people were present at the launching, and the vessel was gaily decorated with the national colors and the flags of the Allies—France, England, Italy, Belgium and Portugal.

The Dierks-Blodgett Company has on the stocks three more ships of the same pattern, and has contract for two more.

The accompanying photograph shows the Pascagoula at the time of entering the water on the East Pascagoula River.



LAUNCHING OF 3500-TON WOODEN STEAMSHIP PASCAGOULA AT DIERKS-BLODGETT COMPANY'S YARDS, PASCAGOULA, MISS.

\$3,500,000 FOR WILMINGTON SHIPYARD.

Carolina Shipbuilding Corporation's Plan for Building Steel Steamships.

Further particulars of the recently announced plan for establishing a \$3,500,000 shipyard at Wilmington, N. C., have been received by the MANUFACTURERS' RECORD. The new plant will require an investment of \$2,000,000 for the construction involved, while the mechanical equipment for the shops, ways and yard will cost \$1,500,000.

This important addition to the industrial enterprises of Wilmington is known as the Carolina Shipbuilding Corporation, superintendent for the United States Shipping Board Emergency Fleet Corporation, and its New York offices are at 415 Broadway. Its officers will divide their time between New York and the plant at Wilmington. All the capital stock, which amounts to \$100,000, is owned by the George A. Fuller Co. of New York, of which the Carolina company is a subsidiary.

The officers are Lorenzo C. Dilks, president; Eads Johnson, vice-president; Ralph Starrett, vice-president; F. A. Winslow, vice-president; B. M. Fellows, Treasurer; F. M. Sanders, Secretary; Joseph Ball, assistant treasurer. For the yard the management has chosen the following officials: Alexander McPhee, superintendent of hull construction; R. L. Harrison, superintending engineer; E. S. Armstrong, fabricating manager; H. M. Ward, fabricating engineer; N. C. Cushing, naval architect; E. G. Glass, assistant superintendent; Albert Crane, superintendent of buildings.

Plant facilities will include four berths 430 feet long. Wood and concrete construction is the plan for the ways, and provision will be made for two additional ways with a fitting-out basin having a 425x70-foot pier. Nearly all buildings will be of wood except the fabricating shop and mold loft, these to be of structural steel and require 1000 tons of steel. They will be built by the George A. Fuller Company of New York.

The Carolina Shipbuilding Corporation has a Government contract for building twelve 9600-ton steel steamships, costing \$22,000,000, and for each ship there will be required 3500 tons of steel plates. Its plain steel will be furnished by the Government, while the fabrication of the stern and bow steel will be undertaken at the company's shop, and about two-thirds of the steel tonnage for amidship will be fabricated in several bridge plants. The Government will finance the building of this plant and the construction of the vessels. Its contract calls for the prompt completion of the shipyard and the launching of the first boat within eleven months of the date of contract, one vessel to be launched next March, and an additional one to slip off the ways during each succeeding month until all these ships are in the water.

Subdivision of Bulkheads Pronounced the Only Feasible Protection Against Torpedo Attacks.

Washington, D. C., May 20—[Special].—An unqualified endorsement of the method now used by the Shipping Board to insure a greater buoyancy to vessels which must brave the dangers of the war zone is contained in the report of the Winterhalter Board appointed by Secretary of the Navy Daniels to investigate the subject of "unsinkable ships" and the buoyancy box system on the steamship Lucia in particular.

Of all the means of salvaging a vessel after the attack of a submarine and bringing it safely to port the subdivision of bulkheads is the best, according to the report which Secretary Daniels has just made public. The slight expense and time required for installation, the small loss of cargo space and the undeniable practicability of the entire arrangement commends it to those who have studied the question of safeguarding the carriers through the submarine zone.

This endorsement is gratifying to every shipbuilder in the country as an evidence that the experts engaged by the Shipping Board merit their designation, and that the method of securing greater buoyancy which they are installing is the same which naval constructors have concluded is the best.

The system of small boxes packed through the cargo space, as exemplified by the converted Austrian liner Lucia, is not advisable for general adoption under the existing conditions. This conclusion, reached by the Winterhalter Board after a thorough examination and

a short trip on the ship, is based upon the questionable efficacy of the boxes as a preventive against sinking, the reduction in cargo-carrying capacity, both dead weight and cubic contents, and the length of time required to install the system.

In her trip to Europe the Lucia did not meet the actual test of a torpedo attack, but from the calculations made by the Winterhalter Board, based upon the results of damage actually received by ships that had been torpedoed, it was found that the Lucia, after the explosion, would be a water-logged derelict and her salvage would be extremely difficult even if she remained afloat.

To install a sufficient number of the small buoyancy boxes and locate them properly the loss in dead-weight capacity of the vessel would be equal to the weight of the boxes themselves and would mean a serious reduction in the capacity of the holds.

The length of time required to install the system is also detrimental, in the opinion of the board, as it is impossible to withdraw vessels from trade for any length of time under present conditions.

While the inventor of the box system on the Lucia claims that one week would be sufficient time to equip a vessel, the board did not agree with this. Moreover, it was pointed out that 12,000 boxes such as used on the Lucia would take up space at the wharves while awaiting installation which could not be spared with the present congested conditions at the terminals.

The various other methods which have been advocated from time to time as a means of making ships "unsinkable" were also investigated by the Winterhalter Board before presenting its findings.

External protection by any of the means so far suggested was found to be impracticable by reason of the reduction in speed and the difficulties in attaching or operating such features, for, in the opinion of the navy men, speed is one of the great adjuncts of a ship operating in the war zone. The same drawback was found in the attached methods of buoyancy protection by "bulges" and "blisters," which, furthermore, require some time to adapt to the ships.

The so-called stuffing method, as in the case of the buoyancy boxes, results in the loss of cubic capacity, but it was the opinion of the board that a judicious selection of cargo would be a material aid in case the holds of a vessel were flooded from a torpedo attack. This cargo arrangement, of course, is not always possible at a time when ships must be loaded with as few delays as possible.

The elimination of these various methods leaves only the subdivision of the holds by extra bulkheads, and the consensus of opinion shows that this arrangement is the best from every viewpoint.

There is no time lost in building the longitudinal bulkheads under the method now employed by the Shipping Board. Barges fully equipped to do the work are attached to the side of the vessels while in port and the partitions erected while the cargo is being taken on. The space taken up by the steel H beams, with tarred tongue-and-groove four-inch planking between, is almost nothing, and the cost is reasonable.

The bulkheads are being put into all American ships as rapidly as possible and so may soon receive a real test from a German submarine. While the promoters of the plan do not claim that it will actually render a vessel non-sinkable, it is maintained that the margin of safety will be greatly increased and the operations of the undersea craft of the enemy will receive another effective blow.

The Concrete Shipbuilding Co.

The Concrete Shipbuilding Co., Savannah, Ga., has been incorporated with a capitalization of \$50,000 by Ira Widing of Savannah, H. S. Wells, W. P. Gibby and Jesse Dimmick of New York. No plant details have been announced.

New Shipyard for Pensacola.

Both wood and concrete vessels up to 2000 tons capacity will be constructed by the Pensacola Vessel Construction Corporation, Pensacola, Fla. This company has a site on Bayou Chico, and seven ways will be built. Its officers are: President, F. M. Blount; vice-president, Nat Kaiser; secretary-treasurer, M. J. Elkan.

Shipbuilding Notes.

The Bates-Rogers Construction Co., Chicago, contemplates building at New Orleans a shipyard for the construction of 250x80-foot coal-carrying barges.

CLEVELAND INDUSTRIES BY CO-OPERATION SECURE WAR CONTRACTS.

Sets Example for Other Cities and Communities to Follow.

Small industrial concerns of Cleveland have united and formed a co-operating organization in order to enable the small industries, which otherwise were unable to get individual recognition at the Capitol, to get their share of war contracts, states a special dispatch to the New York Tribune. It is said the Government approves this plan as worked out by the business men of Cleveland, as the Government is better protected and work can be distributed to reliable firms.

Some business men of Cleveland who went to Washington seeking an opportunity to serve the Government, and after spending weeks in being sent from one official to another, only to find that they were traveling in a circle and getting nowhere, came to the conclusion that it was necessary for them to organize and become strong enough to secure hearings with the proper authorities, and with their pooled resources of plant facilities and business experience were in a position to compete with the largest corporations.

The organization was formed from a desire to protect some small manufacturers whose ordinary business is being ruined by the war, as the natural tendency of the Government is to deal with large and well-known concerns rather than take a chance with small and unknown firms. The organization, though separately financed, is a part of the Chamber of Commerce of Cleveland. It knows industrial Cleveland, and through its representatives at the Capitol it knows Washington.

The dispatch states that in these days it takes three days for a letter to get from Cleveland to Washington, and there are instances of its requiring 45 days for an answer. If you want to accomplish something, after you know the ropes, jump on a train and go to Washington. In this way the Cleveland organization arranges to receive directly from Washington all Government requests for bids and by a system of subdivision of committees, according to trades, the organization knows at all times what Cleveland can do for the Government, what plants are working to capacity and those that can take on additional contracts. Big manufacturers of proven financial responsibility take contracts in their own names and turn them over to the small concern that they and the organization know are all right, but about whom the Government is doubtful.

One of the fine things about the organization is the fairness of the large industries toward the small ones. Nobody so far has evinced any disposition to "hog." The idea is to use all Government business that can be brought to Cleveland to maintain the city's industrial equilibrium during the trying time of war and have it ready for peace, and also to see to it that the Government is fairly dealt with when it reposes confidence in Cleveland.

The Cleveland organization is now being extended to take in the whole ordnance district—Northern Ohio and three counties of Northwestern Pennsylvania. The ordnance bureau and other Government industrial agencies are delighted with the Cleveland plan and would like to see it taken up in every one of the 11 districts.

This community action in handling business had a forerunner in Cleveland in a loose union of the textile industries, which has had much to do with making the city the second textile center in the country.

Some close observers see in the Cleveland plan the beginning of a new form of united industrial and commercial action, in which different forms of business will tend to eliminate competition among themselves of the same community, for some objectives, at least. For example, Cleveland is wondering why it cannot go after foreign trade, following the war, in the same manner in which it now handles Government business. The modus operandi would be for Cleveland to get foreign business for Cleveland and then distribute it in the manner that would best conform to the interests of the purchasers and of the local manufacturers.

One tendency of such a method, if also applied to domestic trade, would be toward the grouping of industries geographically, the different forms of manufacturing being left to the cities and districts most economically capable of meeting their requirements.

The Victory Home Co. is in process of organization at Wilmington, N. C., to build several hundred houses for shipyard workers in Wilmington.

Nation Must Work to the Utmost in Order to Win the War

GROWING REALIZATION OF THE FACT THAT DRONES AND SLACKERS
MUST NOW BE WEEDED OUT—DRASTIC ACTION AGAINST VAGRANCY
TAKEN BY VARIOUS STATES.

[Special Correspondence Manufacturers Record.]

Washington, D. C., May 17.

There are encouraging evidences of a better understanding of the fact that unremitting efforts in the output of industrial energy are absolutely essential to winning the war. Not only has this been indicated by recent action taken by the Federal Government, but the evidence is even more strongly marked in the movement which has recently been observed in a number of States toward weeding out the drones and seeing to it that there is a place for every man and every man is in his place.

The nation's war program for the settlement of local disputes which might interfere with the prosecution of war-making activities has just been laid down by the National War Labor Board. It provides for local arbitration committees to deal with disputed points where possible. In special cases the War Labor Board will act as the supreme court. The latter include instances where the principles established by the President's proclamation of April 8 have been violated, where an award made by a board has not been put into effect, or where the employees have refused to accept or abide by the award. The national board will also determine questions of jurisdiction as between Government boards.

The Department of Labor, with its new machinery of the United States Employment Service, divided, in turn, into numerous divisions entrusted with the responsibility of looking after certain classes of labor, is proceeding as best it can to provide the workmen for the various industries concerned. Although organized only a comparatively short time ago, its activities embrace practically the entire country.

Thus far the United States Employment Service has taken no official attitude toward the drastic steps which have been employed in some of the States in forcing the slackers to do their part in the ranks of labor. The same may be said of the Department of Labor as a whole. There is an obvious shrinking from the espousal of any methods that savor of "conscription of labor." The Department of Labor has persistently held aloof from advocating the passage of vagrancy laws. It has been intimated that to speak officially in favor of such legislation might be considered as constituting a reflection on labor in general.

Without doubt the Department of Labor is or should be better acquainted with the effect that such legislation would have on the minds or prejudices of organized labor than any other existing governmental body. To the ordinary citizen, however, the situation appears comparable to any other form of legislation which the exigencies of the moment might determine as necessary.

The selective draft law recognized no such distinctions, and has met with the approval of all patriotic citizens. And it has become a scarcely debatable question as to whether service in the fields, factories and offices is not as directly connected with the war-making power of the nation as the training of fighting men at the camps.

Be that as it may, it is no secret that most of the leading officials in the Department of Labor are in sympathy with any action that may be taken by the individual States to see that all able-bodied men are made to work. That they are being backed in this belief is proved by the views held, and in many instances enforced, by the people in various parts of the country.

On May 9 an informal luncheon was tendered a number of officials of the United States Employment Service by the United States Chamber of Commerce for the purpose of talking over the problem of labor shortage. The occasion was marked by the presence of a number of the members of the board of directors of the National Chamber who were in Washington at the time. Joseph H. De Frees, vice-president of the National Chamber, presided. Elliot H. Goodwin, general secretary, was also present, as well as a score or more of the board of directors, some of them from as far away as the Pacific coast.

The officials of the Labor Department in attendance

included J. B. Densmore, director-general of the United States Employment Service; T. V. Powderly, chief of the Division of Information; M. A. Coykendall, chief of the Division of Farm Service; Roger W. Babson, chief of the Division of Inquiry and Education; I. W. Litchfield, chief of the Clearance Section; Nathan A. Emyth, secretary of the Policies and Planning Board, and Alexander D. Chiquoine, editor of the U. S. Employment Service Bulletin.

After a few words of welcome Mr. De Frees turned the discussion over to Mr. Densmore, who, with the other officials of the Labor Department, told their hosts just what the employment service was trying to accomplish and the difficulties that had been experienced. No set plans or resolutions resulted from the informal gathering. Mr. Goodwin said afterward to the MANUFACTURERS RECORD correspondent that the meeting was for the purpose of making his organization acquainted with the situation, so that it would be in a position to co-operate intelligently as opportunity afforded. He added that the presence of so many members of the board of directors of the National Chamber would serve to make other parts of the country better acquainted with the conditions now existing. This they obtained through the remarks of the Labor Department officials. Mr. Densmore outlined the general plan of the employment service, and then called upon each representative of a special line of work to speak in detail on the work of his division.

A later talk by the MANUFACTURERS RECORD correspondent with Mr. Coykendall divulged the fact that the several branches of the employment service are watching with interest the activities in various sections toward getting all kinds of labor into line. The Farm Division Service has made no collection of statistics through its field agents of either the legislation which has recently been passed or of the activities of the citizens in local communities. It is apprised, however, of some of these special activities, such as the forming of the "Ku Klux" band in Birmingham, where 150 riders, composed of leading citizens, have served unqualified notice on the loafers that they must go to work. Mention was made of the fact that Georgia and New York have recently followed the examples of Maryland and New Jersey in the enactment of laws which place a ban upon loafers for the duration of the war.

Fully as encouraging is the evidence of the determination to apply rigidly the provisions of anti-vagrancy laws previously existing in some of the States, but which, owing to the "cankers of a long peace," had lapsed into a dead letter.

Mr. H. E. Blakeslee, who is manager of the emergency farm labor section in the Department of Labor, and who is in immediate contact with the farm service division work, told of recent steps taken in his own State of Mississippi. Mr. Blakeslee is a prominent citizen of Mississippi, and has for years been very active in all plans for the upbuilding of the State.

"A considerable number of Mississippi towns are strictly enforcing the law against vagrancy," said Mr. Blakeslee. "They already have the State law under which to act.

"Gulfport, my own town, was one of the first to apply the long-neglected law. Hattiesburg, Meridian and other Mississippi towns quickly followed. The application of the law has been impartial, taking in both blacks and whites. According to a statement issued by the Mayor of Gulfport, the loafers have left the streets. He also intimated that some of them may be hiding within four walls, but that the chief of police will go after them.

"About 10 days ago there appeared in one of the papers of Jackson, Miss., a statement by the City Commissioners, endorsed by the chief of police, that the law would be rigorously enforced there. The headlines were, 'Go To Work Or Go To Jail.' The gist of the matter, however, was found in the subhead, to the effect that 'If You Go To Jail, Don't Think You Won't

Have To Work.' Mississippi now cultivates 20,000 acres of State lands (State farms) by convicts, so that the warning carried an understandable significance. I understand that the acreage on these State farms will be doubled this year."

Mr. Coykendall said that a number of towns in Virginia have recently passed drastic ordinances against vagrancy. Maryland, he said, which has its State law, has been enforcing it with considerable strictness. New Jersey and Delaware are in the same class as to the law and its enforcement. West Virginia has such a law, but Mr. Coykendall had no information as to how thoroughly its provisions were being applied.

While the situation is worst along the Atlantic coast and in the Southern States from the labor point of view, conditions are not altogether satisfactory in many sections elsewhere. Mr. Coykendall pronounced the general condition as being best in the Middle West, from Oklahoma and Arkansas northward to the Canadian border and as far east as Illinois, Indiana, Michigan and Wisconsin. Throughout the greater part of this region Mr. Coykendall pronounced the farm-labor situation well in hand and a large acreage planted, "larger than ever before in the history of those States."

Despite this high praise, there are sections within this favored belt where the citizens are determined that every effort shall be put forth from now on. Within the last week the Kansas City Bar Association called on the lawyer members, 505 strong, to help in the coming harvest. The appeal was made to the "Loyal American Lawyers' Association of Harvesters." Before taking this step the association conferred with Assistant Superintendent A. L. Barkman of the United States Employment Service, with headquarters at Kansas City. The Southwestern Lumbermen's Association, also of Kansas City, has issued a call for farm-labor organizations in the various communities, through the chambers of commerce, commercial clubs, business men's organizations and similar bodies. Its slogan is "Grab a Hoe and Hoe Your Row!"

These widespread activities, in the judgment of the Labor Department officials mentioned, presage better coming conditions as a result of a more wide-awake attitude on the part of many States and communities. They look for the movement to grow and spread, with manifest effects observable at the coming harvest time, and measurable advance toward preparations for a mighty drive in plans for putting in an unprecedented acreage next spring. As they have already insisted, the solution of the problem lies with the several States. The fact that a number of them are falling into line with new laws, while others are enforcing the old laws, is regarded hopefully as containing promise of fulfillment of the hope that the movement will ultimately become universal.

Potash Production in the United States.

The committee on fertilizers of the Chemical Alliance, Inc., 540 Woodward Bldg., 15th and H streets, Washington, D. C., says in a recent bulletin:

"The output of all potash materials produced and marketed in the United States in 1917, as reported by the manufacturers to the United States Geological Survey, Department of the Interior, was 126,577 short tons, which contained 32,306 short tons, or an average of 26.4 per cent., of pure potash (K₂O). This is more than three times the quantity produced in 1916, and corresponds very closely with the output predicted for 1917 by H. S. Gale of the Survey, from a review of the mid-year statistics. The approximate average selling price of these potash materials at the points of shipment was \$4.26 a unit—that is, \$4.26 a ton for every 1 per cent. of pure potash (K₂O) in the material marketed. This price corresponds to \$426 a ton of pure potash. The total value of the potash produced in the United States in 1917 was \$13,791,922.

"Potash was produced in 1917 by 82 firms, including 36 wood-ash leachers, most of them operating small works. The total production is about 13 per cent. of the normal consumption of potash in the country during the years immediately preceding the war.

"In 1916 the output of potash salts and potash products in the United States was reported to be the amount of 35,739 short tons, having a mean potash content of about 27 per cent. K₂O and a total potash content of 9720 short tons of K₂O. This was almost exactly 10 times the production reported for 1915. The value was \$4,242,730."

Red Cross Work Among Children Gathered from the Battlefields of France

PATHETIC RECITAL OF WAY FEAR-HUNTED AND EMACIATED LITTLE VICTIMS OF THE WAR ARE BEING NURSED BACK TO HEALTH AND HAPPINESS.

By GEDDES SMITH of American Red Cross.

In an improvised schoolroom, comfortable and well heated, in a military barracks in the city of Nancy in France, 50 or more little ones who had been refugees were conning the first words from their primers. It was just like our own children's first spelling—"m-e-r-e-mere (mother); p-e-r-e-pere (father); e-n-f-a-n-t-enfant (child); c-h-a-t-chat (cat).

When they had fled before the enemy their eyes had seen the most tragic sights that human eyes can see; but now, warm, well-fed, protected, their thin bodies were becoming round, the child-look was coming again into their faces, though terror and suffering had left its enduring mark on each of them, particularly in their eyes.

They sang, and when anything gave promise of being amusing, they laughed—just like happy children. But this morning one little girl in a brown gingham dress would always smile when the others laughed, though her eyes even then remained grave. And every once in a while she would say, as if in a troubled dream, "J'ai peur," which means, "I am afraid."

"Ah!" said the teacher, "soon she will not say that any more. She doesn't cry often now in remembrance of her fright. You see she even smiled today. Soon she may be laughing like the other children."

The man to whom she said this, a Red Cross worker in France who has a little daughter of his own, says that ever since in reading what the American Red Cross does for suffering children abroad, he multiplies the number by that child who said "J'ai peur." That number, which some time ago was over 50,000, increases by several hundred every day as the trains come into Evian bearing the repatriated from the conquered districts. There is a day train and a night train there at Evian, and each one brings on an average of 750 returned prisoners, old men, women and children, returned to France from Germany, Belgium and Northern France, because they are too worn out or too weak to be of further use to the enemy. Once a single train brought 680 Belgian children, returning after three years of German subjugation. But every day there come between 600 and 900 children through that strange gateway back to France.

Always the people who see those trains come in are so profoundly moved that they tell you there is something there that words cannot describe; that you see life afterwards through different eyes. Since the American Red Cross is working there they can keep in their remembrance the sight of the incoming trains, which Cornelius N. Bliss, Jr., thus described:

"It is inspiring to hear the men and women and even children—hopeless of the future—crying 'Vive la France!' because they are in their own land again; and then to see the nurses in white uniforms rush to the

doors, take the children in their arms and lift them to the platform, while the American ambulance boys help the old and feeble to alight."

These Red Cross doctors and nurses will tell you of how the very little ones among these miserable, frightened, orphaned children—many of them become like wild things—respond with happy laughs to warmth and food and loving care, and of how the children a little older are brave with plans. One little girl clasping a five-franc note was asked what she was going to do with it. "Buy paper to write to mamma," she replied, joyfully.

When the Red Cross Commission went to France it established its policy of co-operation with the French Government, making itself the co-operator and never the rival of the existing agencies of war relief. And it was at the request of the French Government that the Red Cross helped to solve the acute problems at Evian, for this daily army of exiles is scattered through France one day to make room for the new army coming tomorrow. The Children's Bureau of the Red Cross has established a system of medical inspection there, a dispensary which examines on an average of 2600 children every week, and a children's hospital. Every train brings some cases of infectious diseases, and these children and those too weak to go further are given expert care in this hospital. A service of inestimable value has thus been performed in preventing the spread of contagion throughout France.

This Children's Bureau, of which Dr. William Palmer Lucas, professor of pediatrics of the University of California, on leave for this duty, is the chief, is also concerned with the children after they leave Evian, and practically every department of the vast work of the American Red Cross has to do, directly or indirectly, with the welfare of the children. So in hospitals, dispensaries, refuges, convalescent and tuberculosis homes in France, and through visiting doctors and nurses, American men and women, through the Red Cross and its workers there, is very literally giving back childhood to these little ones who were so exactly like our own before they had suffered so much terror and so many hardships.

Eighty thousand babies died in France last year, of whom 40,000 could have been saved with proper care. Obviously, the care of the children is one of the greatest problems in France. If they are not preserved and made strong and able-bodied, the future of France, who already has lost a third of her men, is very dark indeed. And France needs all her grown strength now to hold back the enemy's line that is ready to surge through at any break.

And though it is partly for this reason that Americans are proud to maintain the extensive work of the

Children's Bureau of the Red Cross, there is also the individual reason, which looks at these helpless little ones with reverence for their great suffering and remembers that of such is the kingdom of heaven. Dr. John C. Baldwin, formerly of Johns Hopkins University, and now serving with the Red Cross in France, after herculean efforts in surmounting the difficulties incident to establishing a 10-bed hospital in a ruined town to which some of the people still clung, after days of physical labor of the hardest kind, of living under wretched conditions, days in which every human resource of patience, kindness, tact and co-operation were required, wrote when the first small ward opened:

"The need is so great, the people are so thankful, this first little child is worth the whole effort."

There is a great story, a great drama behind the founding of every hospital and dispensary for children. At Toul, near the sector our soldiers are holding now, there is a refuge for children who may be seen now warm and well fed, conning their lessons in comfortable schoolrooms, playing and romping on the hillside near with swings and teeter-boards, contentedly eating their simple, wholesome meals, acting in every respect like healthy, happy children.

Only last August they were living in dreadful ways in shattered homes and in cellars. While the mothers worked in the fields or munition factories the children, many of whom were lost from their mothers or left when these women were taken by the invaders, grew wild—filthy, untaught, untrained, some of them half-witted from the terrors. They were used to crawling into holes when bombs or shrapnel fell. They could not be made to wear their gas masks. They had almost ceased to be like human children, and many of them were diseased. And then they were gathered together and the American Red Cross and the American Fund for French Wounded, working together, established a hospital and a dispensary, a traveling dispensary and a refuge in the great military barracks provided by the Government. And now you may see them romping on the hillside!

A harvest of health stations may result from the traveling health exhibits which are a part of the educational campaign of the Children's Bureau. These go into the districts where there are groups of refugees, with motion pictures and literature, and the lecturers accompanying them hold conferences and give demonstrations and instruction in tuberculosis prevention and cure, personal and pre-natal hygiene. It is a great program. It is reaching many thousands of mothers as well as children.

Sometimes, for those children who have no mothers, there is a journey's end from Evian, or from the flight from evading armies and burning homes, that makes even a cablegram sound like a fairy tale, such as this one:

"Twenty miles from Limoges stands the famous monastery of La Grande Chartreuse. The climate there is wonderful. Roses bloom all the year round. There is plenty of fresh running water. The buildings are superbly placed. * * *

A thousand orphaned Belgian children have found refuge here. And meanwhile, worn-out, diseased children come daily through Evian, still homeless, but perhaps to find their boyhood and their girlhood through the American Red Cross.



FOUR REFUGEE BOYS NOW UNDER THE CARE OF THE COMITE FRANCO-AMERICAIN POUR LA PROTECTION DES ENFANTS DE LA FRONTIERE.



LITTLE FRENCH REFUGEES AT ONE OF THE AMERICAN RED CROSS SEASIDE HOMES FOR WAR ORPHANS.

England Led the World in Its Fight Against Legalized Slavery

ENGLAND, FRANCE, BELGIUM, AND AMERICA NOW FIGHT TO SAVE THE
WORLD FROM SLAVERY.

Pascagoula, Miss., May 14.

Editor *Manufacturers Record*:

Your statement on page 53 of the May 9th issue that "any man who is not pro-England in this war is of necessity anti-American" hits the nail on the head and serves to recall some statements made by me at a meeting at the negro schoolhouse several weeks ago, called to bid farewell to the negroes who were going to the training camp. I was the only white man present, and after the colored speakers had spoken I was asked to say a few words. Among other things I said:

"You will hear Germans and pro-Germans tell you colored people that this is England's war, and had it not been for England this nation would not have been in this war, and that you are going to be sent across 'over there' to fight for England. Whenever you are told this, say 'Yes, about 1760, when a man arrived in England with a slave and the matter was taken before the Court of King's Bench, that truly great jurist, Lord Chief Justice Mansfield, decided that the moment a slave put his foot on English soil he became a free-man, and that no man could breathe the air of England and be a slave (see Somerset case, Loftis Rep. 1: S. C. Howell's State Trials (Hargreave ed.), page 340), and that then there began the anti-slavery agitation."

England was the first nation to declare that the black man had a right to be free, and in 1807 enacted a law forbidding the traffic in slaves, and she was followed by France in (Napoleon) 1815, and again under the restoration in 1817, and Spain in the same year, and Portugal in January, 1818. All of these countries today save Spain are the allies of the United States, fighting side by side in France for the freedom of the black man as well as of the white man. In 1824 England made the traffic of slaves piracy, and long years before the anti-slavery agitation began in this country the fleets of England were scouring the high seas for the purpose of suppressing slavery. Wherever the Eng-

lish power has gone, in central Africa, the Soudan and in Egypt, the first act of England was to stamp out the slave trade.

"It is a well-known historic fact that when the Southern Confederacy was established W. L. Yancy was sent to Europe to secure the recognition of the Confederacy by the maritime powers of Europe, and on his return he told the Confederacy that its cause was hopeless, as England and France would not recognize the Southern Confederacy as long as it stood for slavery. Each and every one of us has been in sympathy with the 'Lost Cause,' but we today rejoice that the cause was lost, for had it been otherwise slavery would have been triumphant, and today we would not have any nation which could, as it is doing, pour forth its money and blood that the world might be free and saved from the Hun that would enslave it. Tell them yes, we are in this war for England, for England, France and Portugal, our allies, have in the past stood for human freedom, and long before this nation entered this war the men of these nations were making of themselves a wall that defended the world against the Hun, and now the black man, along with the white man, fights for England, France and Portugal, and with them for the freedom of the world."

In addition to this I wish to say that this pernicious doctrine that this is a war on behalf of England, and there is no necessity for this country to be in it, is widespread, and though I am doing my best to check it, my efforts can only be spasmodic, as I have no official recognition from the powers that be. When I volunteered I was told by the "authorities" that I had passed the age limit, and now I will leave it to the editor and readers of the *MANUFACTURERS RECORD* to say whether or not my published communications show evidence that I have psychically or, if you prefer, physically, "passed the age limit."

CHAS. E. CHIDSEY.

Fairmont's Big By-Product Plant.

Officers have been elected for the Fairmont (W. Va.) By-Product Corporation, mentioned May 16 as chartered to build a \$6,250,000 coke-oven plant and industrial city. They are: President, E. B. Moore, general manager of Monongahela Valley Traction Co., which controls the new company; vice-president, Frank B. Pryor; secretary-treasurer, O. F. Lough. Details have been determined for the enterprise and contract has been awarded for the ovens.

The plant, to manufacture coke and various by-products, will cost \$5,500,000 and its daily capacity will be 2000 tons of coal. For building the industrial city with public utilities the investment will be \$750,000, and the architects for the dwellings are Paul & Ford of Philadelphia. These dwellings will be erected by the Greater Fairmont Investment Co. on land owned by this company. Complete particulars of the ovens and the accompanying industrial city will probably soon be announced.

The Postal Zone System as an Aid to Pro-Germanism.

By ELLIS PARKER BUTLER.

Congress passed a law at the last session creating new rates for sending magazines by mail; it based the rates on the "zone system." Under this new law it costs many times as much to mail a magazine to Iowa as it costs to mail it to New York or Massachusetts. It costs still more to mail it to California. In my opinion, this "zone system" is all wrong, and the law should be changed. Why penalize patriotic Iowa and make it less likely that Iowa will read the unifying periodical literature? What has California done—other than show its patriotism—that it should be made to pay more for national periodicals than New York pays?

If a man was a pro-German and wanted to attack the strong and growing national spirit of America he

could not think up a better weapon than the "zone system." If I were the German Government, in control of Alsace-Lorraine, and wished to kill the French national sentiment that still existed in Alsace-Lorraine, the first thing I would do would be to pass a law making French periodicals cost more in Alsace-Lorraine than in France. I would pass a law making German periodicals cost the same in Alsace-Lorraine as in Berlin. That is plain common sense.

If I were a pro-German in Congress and knew that California had problems that the Eastern States did not have (such as the Japanese problem) and I wished to weaken the solidarity of the Union so that California would have less and less in common with the other States, I would pass just such a "zone system" bill as has been passed. I would make nationally-circulated magazines and periodicals cost too much in California. I would foster a small, sectional press in California. I would thus emphasize the lack of common interests between California and the rest of the Union and thus destroy patriotism.

In theory the "zone system" is sweet and good: "It costs more to carry a magazine to California than to carry it to Albany; therefore let the Californian pay many times what the Albany reader pays." Personally I doubt the truth of even that proposition. When the postman delivers a magazine at my door in Lushing, New York, a good part of the cost of delivering it to me is that postman's salary. The salary of the postman in San Francisco is no more. I think I can show that it costs more to deliver a magazine to me at the Tuscarora Club, four and a half miles out of Arena, Delaware county, New York, than it costs to deliver the same magazine to John Smith, in the heart of San Francisco. Carrying a huge sack of mail, making several deliveries a day, the mail carrier in San Francisco may have a just tax against John Smith's magazine of a cent or two; the Star Route mail carrier in Delaware county, New York, may deliver my one magazine at an expense to the Government of several dollars. It is pretty to

talk of a logically proportionate charge for mail delivery, but it does not exist and cannot exist. The best that can be done is to establish a reasonably fair rate, and it is no more fair to penalize California and Iowa on magazine postage than it would be to do the same on letter postage.

The "zone system" is a slap in the face to the States at a distance from the publishing centers. In effect the New York zone is labelled "intelligent; keep good reading matter cheap here" and the California zone "benighted and negligible; no matter if good reading matter is made prohibitive."

The effect of the "zone system" will be such that you may well see printed on your favorite magazine: "Subscription price, New York zone, \$2; England, Italy, Iowa, California and other foreign countries, \$2.50."

Write to your Congressmen and Senators in protest against this disastrous postal "zone" law.

All of One Mind—Government Must Be Served First.

The Brier Hill Steel Co.,

Youngstown, O., May 16.

Editor *Manufacturers Record*:

I have your telegram of the 9th in reference to the meeting of the iron and steel manufacturers to consider the Government requirements, and in connection therewith would advise that anyone who was privileged to sit in that meeting could not doubt for one moment the attitude of that body.

They are all of one mind—that the Government must be served first and that everything possible must and will be done to meet its requirements. With the patriotic purpose of upholding the Government's hands in the great task before the country, and with the spirit of co-operation manifested, I can see no bar to the Government being supplied with all the steel necessary for the successful carrying out of the war program.

This company is at the present time rushing to completion a new 500-ton blast furnace and a plate mill of 25,000 tons per month capacity. These units will be ready for operating during the summer, and the entire output, or as much thereof as required, will be devoted to the filling of Government orders.

We are now working substantially 100 per cent. on Government orders and our entire organization is lined up to give all Government specifications special attention, that the Maximum of tonnage and quality may be produced.

No difficulty of any kind is being met, and we stand committed "to a man" to give the Government the service that is the "trade-mark" and "slogan" of the Brier Hill Steel Co. W. A. THOMAS, President.

Mexican Oil at Port Aransas.

Port Aransas, Tex., May 18—With the Texas Company of Houston erecting here storage tanks for 1,000,000 barrels of oil, this port will gain a position of importance in the petroleum industry. The Magnolia Petroleum Co. and the Hausteca Petroleum Co. have been receiving enormous quantities of Mexican oil through Port Aransas, and the Texas Company will operate a large fleet of oil tank steamers between Tampico and this port.

Boats operated by the Hausteca company, the oil handled by the Magnolia company, are the Catania of 18,000 barrels capacity, the Hausteca Grande, 3000 barrels, and the Magdalene, 10,000 barrels. These vessels can deliver 1,200,000 barrels annually.

Present tank storage at Port Aransas amounts to 165,000 barrels, 110,000 by the Magnolia company and 55,000 by the San Antonio & Aransas Pass Railway. The Government Shipping Board is considering the construction of barges to carry Mexican oil to Gulf ports.

Port Aransas is 158 miles from San Antonio, 318 miles from Tampico, 140 miles from the Rio Grande River, and possesses a vast territory to draw on. Port Aransas is 175 miles nearer to Tampico than is Galveston, making it possible for oil boats to make three round trips from Tampico and return as against two round trips from Tampico to Galveston, thus saving 33 1/3 per cent. in ocean mileage. The port also possesses deep-water docks and warehouse facilities which, with some development, will present almost all the qualifications of a first-class harbor and ocean terminal. The territory tributary to this port consumes 3,500,000 barrels of fuel oil per year.

North Carolina Working for More Sheep and Fewer Dogs as a War Measure

By F. H. JETER, Agricultural Editor, North Carolina Extension Service.

Not long ago a man stood in the Senate Chamber of the State Capitol and told a representative group of interested North Carolina citizens how he had been used to making his living with sheep and turkeys on his Chatham county farm, but because of the growing menace of the dogs such a business was now impossible. He told his story in the direct, convincing manner of a man who knows what he is talking about, and he recited actual experiences in proving his point. No more telling argument was put forth against the uncontrolled dog on that day. The occasion referred to was the recent meeting of the State Sheep and Dog Control Committee to consider appropriate legislation for increasing the sheep industry by controlling the worthless dog.

The sheep business is gradually declining—has been doing this for years—and on thousands of farms where formerly small flocks of sheep were kept at a net profit they are no more to be seen. In their place there goes panting along the highway a worthless cur, probably seeking at that moment a young nest of quail, some undergrown rabbits, or a low-built hen nest on which to make depredation.

Members of the agricultural force at work for the State Department of Agriculture and State College of Agriculture have watched this growing shortage of sheep and wool for several years. They have felt the need for encouraging farmers to produce more of these two commodities, and whenever it has been possible have handed out information here and there in regard to the industry. Always, though, they have been met with the statement, "It is no use to try to grow sheep as long as there are as many dogs running loose over the country as can be found nowadays."

Last year, at the annual meeting of the State Board of Agriculture, in June, Mr. Dan T. Gray appeared in behalf of sheep-extension work. The growing shortage of wool and mutton, and the fact that sheep were fast disappearing from North Carolina farms, made his argument convincing, and as a result the board approved of the project which Director B. W. Kilgore of the Agricultural Extension Service had arranged with the National Government. The board agreed to pay the salary of a sheep expert, attach him to the Animal Industry Division of the Extension Service, with the Government paying all traveling and other expenses. There was no man to be found more entirely fitted for this work than Mr. George Evans, who had for some time been in charge of the Animal Industry Farm, and, being a native of the sheep country of England, was familiar with every phase of the industry. Mr. Evans was attached to Mr. R. S. Curtis' office, and began his activities on July 1.

A survey of the State disclosed the fact that there was a great lack of pure-bred animals with which to build up good flocks, and, getting busy at once on this proposition, Mr. Evans secured 75 pure-bred rams, even at that late date, placing them on several farms in time enough to be used by the flocks. In connection with his work he held meetings and demonstrations in over 20 counties, securing the hearty co-operation of the county agricultural agents and individual farmers.

This educational phase of the work has grown to such an extent that this year it has become necessary to add an additional sheep man, the place being given to Mr. W. H. Ferguson, formerly county agent of Haywood county. Both Mr. Evans and Mr. Ferguson are now busy in the field teaching the fundamentals of breeding, feeding and management.

Added impetus was given the industry when, at the county agents' meeting last year at the State College, one special day was set aside as sheep day, and several prominent men from different sections of the country were invited to be present. The result of this day's conference proved beyond all shadow of a doubt that there was intense interest in sheep raising in all sections of the State, an interest, too, that not only included in its patrons the farmers who were benefited most directly, but also the manufacturers of woolen products, and the transportation companies engaged in building up the territory along their lines. The almost-forgotten taste of mutton was revived again in the afternoon by a lamb roast, which made many of those

in attendance renew again the days of their youth, when lamb roast and mutton chops were present on nearly all good farm tables.

This meeting, which was held on August 27, was immediately followed by a large call for work and help by every county agent in the State. A survey was made of the sheep farmers of the State, and a list of 1000 men interested in this work was procured as a basis on which to begin to build the industry.

As most of the sheep now on North Carolina farms are grown in the mountains, Mr. Curtis arranged another meeting at Asheville on October 6, which had for its purpose the emphasizing and popularizing of the industry throughout this region. At this time Mr. S. T. Henry, owner of a large farm in Mitchell county, tendered the services of his land to the Agricultural Extension Service as a sheep experimental farm. This offer was immediately accepted, and the farm has now become known as North Carolina's Sheep Experiment Station. The Experiment Station has placed a new man, Mr. W. R. Radford, to take charge of the work here, under the supervision of the Animal Industry Division. Over two carloads of good breeding ewes have already been placed on the farm, and the proper corrals have been built in which to herd the flocks at night. Several experiments of vital interest to the sheep grower have been inaugurated, and are now being studied.

That the question should receive important consideration, and that more sheep should be produced in every part of the country, is shown by the fact that the industry has shown a decline of one-third in the sheep population of the Eastern States since 1900. There has been a decline of 12 per cent. in the sheep population of the entire country during the same length of time, and there is now a world shortage of 54,000,000 sheep.

The price of mutton and wool has been increasing almost daily, and the destructive nature of the present world conflict will tend to aggravate this condition. The price of wool will not make any material advances during the present year, however, due to the fact that the Government has taken over the wool clip at prices prevailing during July of last year. This was imperative, due to the fact that the wool from 20 sheep is needed to make the outfit of one soldier, and that England has taken over practically all of the wool from the great wool-producing country of Australia.

So acute has the situation become in the State of North Carolina that for the first time in the history of the annual livestock convention sheep became a prominent factor in the consideration of a program for this meeting, held at Wilson during the first few days of January. This association meeting had one of the best exhibits of pure-bred Hampshires, Shropshires, Southdowns and Dorsets yet shown in the State. Those who saw the exhibit stated that it was a credit to any State in the Union. Four ewes of this exhibit were sold at one time to one man for \$300 cash. During this meeting it was decided by the sheep farmers present to begin a campaign for a law which would properly control the worthless dog and allow the sheep industry to make a normal growth. Mr. R. W. Scott, a prominent livestock farmer of the State and a member of the Board of Agriculture, was named as chairman of a committee which met on March 8 in the Senate chamber of the Capitol, where plans for securing an adequate law were discussed and the need of such a law carefully pointed out. It was recommended here that the work be carried on under the direction of the office of North Carolina Sheep Breeders and Wool Growers' Association, of which Mr. R. S. Curtis is secretary and treasurer. This association has sent out to date over 10,000 letters, bulletins, circulars and pamphlets, and, together with designated members of the State Sheep and Dog Control Committee, has prepared an original draft of the State dog control law in furtherance of this campaign.

In the effort to popularize the production of sheep, 29 sheep-shearing demonstrations in 20 counties have been held this spring, and these have been followed by one patriotic sheep meeting in each of the counties.

The county agent in each county has been preparing for the meetings by distributing over 300 copies of valuable matter, consisting of circulars, posters and pamphlets, and each agent has particularly emphasized the absolute necessity of more sheep and wool. During this same time, also, three sheep and wool marketing centers have been established in Haywood, Alamance, and in Union and Anson counties in combination. It is planned to market all of the sheep and wool produced in these four counties through a central marketing organization, making co-operative shipments of the wool, and seeing to it that all of the ewe lambs are kept in the country for future breeding work. In this way practically the entire crop of ewe lambs has been conserved for breeding purposes.

Plans are already in the making for holding several sheep meetings and sales of breeding ewes throughout western North Carolina during the next few months. One sale is planned for Salisbury, where 40 pure-bred lambs will be sold, and another has been planned for Raleigh during the State Bankers' Convention, when the Commercial National Bank will have an exhibit of sheep and wool, the sheep to be sold later at auction. Over 500 ewe lambs have been distributed in the State since the work was begun.

Throughout the whole of this campaign the Agricultural Extension Service is enlisting the efforts of all who are thoroughly interested in promoting the industry, realizing that more sheep is a war-time necessity, because at the present time the sheep situation is serious, and where there can be found an industry applicable to nearly every farm in the State, with the profits large, the invested capital small, and the need of the product great, such an industry should receive the unqualified support of every citizen.

The uncontrolled dog has thus far proved a serious menace to this industry, not only because of the fact of the destruction done, but because of the great moral effect created when the prospective sheep grower sees his neighbor's flocks completely wiped out in one night's depredations.

As one man recently telegraphed Mr. Curtis, "but for 3000 dogs Yancey county would raise 20,000 sheep per year." This was signed by Dr. J. B. Gibbs and approved by Mr. J. M. Lyon, chairman Board of County Commissioners. This number of sheep would produce 100,000 pounds of wool and 1,000,000 pounds of lamb and mutton, which is merely one example of ravages in the food supply which could be controlled by adequate legislation.

Timely Rains in South Texas Encourage Farmers to Heavily Plant.

Corpus Christi, Tex., May 18—[Special.]—Cheered by the magnificent rains of the past few weeks that have covered South Texas like a blanket, farmers are working 12 hours a day in their fields and are predicting bumper crops of cotton and feed.

The condition of the ground at the present time compared with conditions during the same period one year ago can be quickly explained by pointing out that the total rainfall in Nueces county in 1917, and a fair average for this section, amounted to 5.87 inches, compared with a rainfall during the past six weeks of 8.62 inches. Despite the light rain, farmers of San Patricio, Bee, Nueces and Kleberg counties last year raised 27,000 bales of cotton.

From the best information available, the plantings of cotton in Nueces, San Patricio, Bee, Jim Wells, Duval, Brooks and Kleberg counties this year will total 700,000 acres, while approximately 350,000 acres is being planted in Indian corn, kaffir corn, feterita, milo maize and cane.

Made an Officer of the Legion of Honor.

The cross of an officer of the Legion of Honor was recently conferred upon Charles A. Coffin, chairman of the board of directors of the General Electric Co. and head of the Franco-American Clearing-house in New York City. The cross was presented by the ex-assistant French War Secretary, Justin Godart, who was specially commissioned by his Government to bestow the emblem. The presentation took place at a dinner. This honor was conferred upon Mr. Coffin because of his work at the clearing-house, which is now under the direction of the Red Cross, and also for his efforts to develop a system of scholarship for Americans in French universities.

Industrial Development Plans Worked Out for Fairmont, W. Va.

COMPREHENSIVE SCOPE OF ENTERPRISE, INVOLVING COMMUNITY EXTENSION AND CREATION OF SELF-CONTAINED INDUSTRIAL CENTER IN CITY'S SUBURBS.

[Special Correspondence Manufacturers Record.]

Fairmont, W. Va., May 18.

With a view to meet the demands of the rapidly changing conditions in the industrial life of the United States, a number of the leading men of Fairmont, operating under the name of the Greater Fairmont Investment Co., have worked out plans for industrial development and community extension conspicuous for comprehensiveness and thoroughness of detail. Their plans embrace the taking over and development of a large body of land, made up of various tracts of farm land adjoining and in the close vicinity of this city, the laying out of factory sites, putting down sidewalks, paving streets, laying water and gas mains, stringing electric wires, furnishing railroad and street-car transportation, and, finally, building houses and beautifying the grounds they occupy.

The principal part of the general scheme has to do with a boundary of more than 1000 acres covering what is known as "Pleasant Valley." This valley lies on a rectangular peninsula formed by Tygart's Valley River, immediately above the point at which its confluence with the West Fork forms the Monongahela. The river bounds the property on three sides, the fourth side being adjacent to this city. The valley is surrounded on three sides by hills which slope gently up from the valley side and then fall abruptly to the bank of the river, furnishing a location almost ideal for such a development as the company has in contemplation, because of the eligibility of factory sites with reference to transportation and economy of drainage and sewerage necessary to the proper sanitation of a town.

Messrs. Paul & Word, well-known landscape architects and engineers of Philadelphia, were employed to make a survey of the property and work out a town plan. Under this plan some 200 acres of bottom land has been reserved for factory sites, all of which will be given easy access to the railroad to run from the river at the entrance to the valley almost to the back line of the property. At the upper end of the valley, and just beyond the last of the factory sites, is the civic center, from which the streets of the town will radiate through the residence sections, which will lie along the sides of the hills, where are numerous beautiful building locations. Seventeen miles of streets will be constructed, a sewerage system ramifying the entire townsite will be provided, water mains will carry water from the city reservoir to every house, and gas pipes and electric wires will serve all. A population of 25,000 will be provided for.

In laying out the residence sections particular attention has been given to the matter of civic adornment. To this end the company will itself construct the buildings, according to general plans worked out by architects and engineers of approved ability, with an eye always to beauty as well as utility. To allow the building of houses of promiscuous architecture, even where restrictions are placed upon cost and kind of materials used, is to invite the erection of a heterogeneous collection of structures of continual offense to the artistic eye. So, with the idea that homes can be built economically and at the same time combine utility with beauty, the company will pursue the policy of putting up houses and selling them, instead of selling the naked lots and allowing purchasers to build for themselves. The plan of selling will permit the wage-earner to devote so much of his earnings each week or month to securing a home of his own.

If the work being done by this company in another section of the city may be taken as a criterion, then "Pleasant Valley" will be made one of the most beautiful of industrial towns. In what is known as its "Hickman's Run" development the company is just now completing 15 beautiful cottages with every modern convenience, specially designed for homes for workmen, and which are to be sold at remarkably low prices.

The hill sides sloping gradually up from the level ground in "Pleasant Valley" will lend themselves nat-

urally to the beautifying touch of the landscape engineer and architect.

A third piece of acreage owned by the Greater Fairmont Investment Co. embraces what is known as "Palatine Knob," a bit of high ground that lies near the upper entrance to "Pleasant Valley," which will be developed as a residence section for the wealthier class of people. It is of less general interest, as it will not carry with it an industrial development such as is contemplated at "Pleasant Valley."

The men at the head of the Greater Fairmont Investment Co. believe that the time has come when every natural resource and every acquired facility necessary to human welfare should be conserved; that industries of various kinds essential to the progress of the country should be located at those points, and only at those points, where they can be carried on most economically; that with these matters properly considered, Fairmont will naturally be given a place in the front rank of industrial communities, because of its advantageous position with respect to economical production and no less economical distribution. And the "Pleasant Valley" development is intended to meet the conditions they are convinced must soon arise.

Four elements so entirely control economy in manufacture that they must always be given full consideration in the establishing of any new industrial enterprise. They are fuel, power, raw materials and the facilities for distributing finished products. Two of these, fuel and power, are capable of being amalgamated into one, under certain conditions, for in the last analysis fuel means power. Those conditions exist in Fairmont, for here fuel may be so readily and so economically changed from terms of hundredweight and tons to horse-power and kilowatt as to make them almost synonymous. It has been demonstrated by the use of steam turbines, at a cost considerably lower than is possible even at hydro-electric plants, excepting those where the utmost economy of construction and maintenance prevails. Lying about the middle of the great long-flume gas-coal vein, known as the Pittsburgh seam, the fuel problem, and through it the power problem, is solved for Fairmont. With respect to raw materials, there are numerous kinds found near at hand, and others that very properly can be transported here to meet fuel and power. For it is a fact thoroughly recognized by manufacturers that in a large majority of instances raw materials can be carried to fuel more economically than fuel to raw materials.

With respect to transportation facilities for assembling raw materials and also for reaching the markets with finished products, Fairmont is well provided. The main line of the Baltimore & Ohio Railroad, running from Baltimore to Chicago, passes through Fairmont as does the branch running from Richwood, in the great lumber regions of West Virginia, to Pittsburgh. At Grafton, 30 miles east, another branch of the same system leaves the main line and goes across the State to Parkersburg, where it crosses the Ohio River on its way to Cincinnati, St. Louis and other centers of population and commerce in the Middle West. The Monongahela Railroad, coming up the Monongahela Valley, gives Fairmont direct connection with Pittsburgh, which is but 125 miles away. This road is owned jointly by the New York Central and the Pennsylvania, and both those systems run their trains over it to and from this city. Fairmont has, therefore, the advantage in transportation that comes from having within its borders lines of three of the great railroad systems of the country, with all their vast ramifications and numerous connections. It is the intention to build a road from a connection with these roads into "Pleasant Valley," giving each factory site its own siding and close connection with both main lines.

Electric power is now being furnished to numerous manufacturing establishments, as well as many mines in this district, by the Monongahela Valley Traction Co. at rates that can be duplicated in few places, lowered,

possibly, in none. This concern is now generating 15,000 kilowatts at its various plants, and with the completion of its plant at Rivesville, now under construction, will add 20,000 kilowatts more. Ultimately the Rivesville plant will be enlarged until the total development of electric energy will reach 100,000 kilowatts. Answering a recent inquiry as to the number of kilowatt hours it could supply the traction company said it could guarantee 1,000,000 a month within four months, 1,500,000 within six months and 5,000,000 within a year to a plant with 90 per cent. load factor.

All this power, and as much more as may be necessary, will be available for plants that locate in "Pleasant Valley," for there is practically no limit to the amount capable of development in a section every acre of which is underlain with coal of the highest class. It only requires a multiplication of generating units.

Manufacturing in the Fairmont district has passed much beyond the experimental stage, and a number of concerns of considerable magnitude are being operated here with gratifying success. Among these may be mentioned the Owens Bottle Machine Co., which turns out many thousands of dozens of bottles of various kinds and sizes each month; the Monogah Glass Co., which makes tumblers and stemware in lines and lead glass, and which after a number of years of successful operation is now doubling its capacity; the Fairmont Window Glass Co., window glass exclusively; the Fairmont Box Co., paper cartons for packing glass; the Lancaster Lumber Co., wooden boxes; the Fairmont Mining Machinery Co., coal-mining machinery; the Helmick Foundry & Machine Co., coal-mine cars and mine equipment generally; the Fairmont Wall Plaster Co., wall plaster; the Hammond Fire-Brick Co., a full line of fire and paving brick; the Fairmont Brick Co., common and face building brick; the Fairmont Mold & Foundry Co., glass molds and general castings; the Marion Planing Mill, house and building supplies; the Fairmont Grain & Milling Co., corn and wheat products; the Willets Company, tank blocks and fire-clay products; the American Valve & Tank Co., water-closets and valves; the Fairmont Chemical Co., sulphuric acid. In addition to these plants, there are numerous coal-mining operations in the immediate vicinity of the city and extending up both the West Fork and Tygart's Valley rivers and down the Monongahela far beyond what is known as the Fairmont district. In fact, this entire valley is teeming with industrial operations of one kind or another, all impelled to their choice of location by the advantages offered by the resources and facilities of the city and section.

It is these things, and the determination to put their section in the front rank in respect of productive activity, that have guided the people of Fairmont in organizing the Greater Fairmont Investment Co.

The officers of the company are former United States Senator Clarence W. Watson, chairman of the board; Clarence D. Robinson, president; A. T. Watson, vice-president; H. L. Heintzelman, vice-president; J. M. Jacobs, vice-president; R. T. Cunningham, treasurer; W. J. Wiegel, secretary; T. H. Pierson, manager. Mr. Pierson built the model industrial town of Badin, on the Yadkin River in North Carolina, and is an enthusiast upon the subject of properly housing workmen and their families.

GEO. BYRNE.

For Louisiana and Texas Developments.

Gas and oil lands in Louisiana and Texas will be developed by the Victor Oil, Gas and Refining Association, Hillsboro, Tex. This company has been organized with a capital stock of \$500,000, and its officers are: President, M. A. Cooper, Childress, Tex.; vice-president, E. G. Kemper, Ennis, Tex.; general manager, G. R. Cooper, Shreveport, La. The Victor properties are in the Caddo field of Louisiana and the Burkburnet field of Texas.

To Manufacture Fish Fertilizer.

The Taylor & Reed Company, Reedville, Va., has been incorporated with \$250,000 capital to manufacture fish fertilizer. Its officers are A. Brooke Taylor, president, and John Upton, secretary, both of Norfolk.

L. J. Upton of Norfolk is first vice-president; I. M. Bussell, Fleeton, Va., second vice-president, and George N. Reed of Reedville, treasurer. This company acquires the Edward & Reed Company, plant at Reedville, and two fishing steamers of the Menhaden Oil & Guano Co. of Harborton, Va. Its daily capacity will be from 750,000 to 1,000,000 fish.

UNITED STATES COAL & COKE CO.'S \$3,000,000 COAL LAND DEVELOPMENT AND MINING TOWN ENTERPRISE.



ILLUSTRATIONS SHOWING PROGRESS OF CONSTRUCTION WORK AT UNITED STATES COAL & COKE CO.'S MINING TOWN OF LYNCH, KY., WHERE \$1,900,000 IS BEING EXPENDED ON DWELLINGS, STORES, HOTEL, STREETS AND OTHER IMPROVEMENTS. PHOTOGRAPHS TAKEN MAY 1, 1918.

Photographic views herewith present interesting evidence of the rapid progress being made by the United States Coal & Coke Co. of Gary, W. Va., a subsidiary of the United States Steel Co., upon its \$3,000,000 coal land development and mining town enterprise at Lynch, Ky. This big industrial plant will provide for a development of 20,000 acres of coal and timber land in Harlan and Letcher counties, as previously detailed by the MANUFACTURERS RECORD.

Particulars heretofore published included the following statements: "Lynch is located one mile north of the Louisville & Nashville Railway terminals at Benham, Ky. It has 2500 inhabitants, and this population is rapidly increasing. Streets with macadam surface have been completed and a two-mile concrete highway is under construction. The mining plans are for a de-

velopment to an ultimate daily capacity of 10,000 tons of coal. All the mechanical equipment will be driven by electric power.

"There will be 10 mine openings equipped for shipping coal to the company's coke ovens at Gary, Ind., South Chicago and Joliet, Ill. These mines will employ 3000 men when in full operation. Extensive hardwood timber forests are on the 20,000 acres and the company is manufacturing lumber for its town and mine construction requiring wood. An electric-light plant, a water supply service and a sewer system are included in the town development plans, besides brick works and quarries for furnishing building material. The company's chief engineer, Howard N. Eavenson of Gary, wired the MANUFACTURERS RECORD that the town development will cost \$1,900,000."

The company advises the MANUFACTURERS RECORD that 200 miners' houses have been completed and a \$100,000 hotel is under construction. Temporary buildings are being used for the postoffice, bank and hospital, with two nurses giving attention to the sanitation and a third having charge of the hospital. Two physicians furnish the required medical service. At present the coal mine has a daily output of 35 railroad carloads, and the railroad has been completed with the exception of full-length side-tracks to the mine. Three sawmills are in operation, three steam shovels are grading sites for buildings and two shovels are on the way for additional work. A large percentage of the permanent equipment has also been shipped. All developments are proceeding satisfactorily, except that there is a shortage of labor and an insufficiency of railroad cars.

Vigorous War Savings Campaign Will Be Carried on by Mississippi.

Jackson, Miss., May 18—[Special.]—Two justices of the Mississippi Supreme Court have volunteered their services for a War Savings drive that will be carried on throughout the summer in an effort to have the State purchase a total of \$40,000,000 worth of these securities.

Chief Justice Sydney M. Smith and Associate Justice J. Morgan Stevens will devote all their summer vacations to the work. Altogether, 25 of the State's best-known citizens will spend the summer in this work.

Thus far about \$3,000,000 worth of War Savings Stamps have been purchased, and it is with a realization that a tremendous amount of work remains to be done that the field workers will take up their tasks.

Felix E. Gunter, a banker of this city, was chosen State director recently, and has injected ginger into the

plans. He believes the quota will be raised before January 1.

The two largest agricultural expositions held in the State, the State Fair at Jackson and the Mississippi-Alabama Fair at Meridian, will both pay all premiums, running well into the thousands of dollars, in War Savings Stamps. All county fairs are expected to follow suit. Cash will be paid winners where it is requested, but an effort will be made to have the War Stamps accepted.

During the last week in June 50 of the best traveling salesmen in the State will lay aside their sample cases, and with nothing but War Savings and Thrift Stamps will take the field to sell as many of the securities as they can.

The Cumberland Telephone & Telegraph Co. has given permission to two of its district officials stationed here, E. W. Gibbens and W. T. Vorhies, to take the

field in the interest of the stamps, and they will spend at least three months in making addresses and organizing local thrift societies.

The company will continue their salaries as usual during this period.

Headquarters for the sale of the stamps have been opened in Jackson with a skilled office force.

Director Gunter is one of the big business men of the State, and is applying the same methods to this campaign he uses in conducting the various enterprises with which he is connected.

New Equipment.

Virginian Railway is in the market for 15 caboose cars.

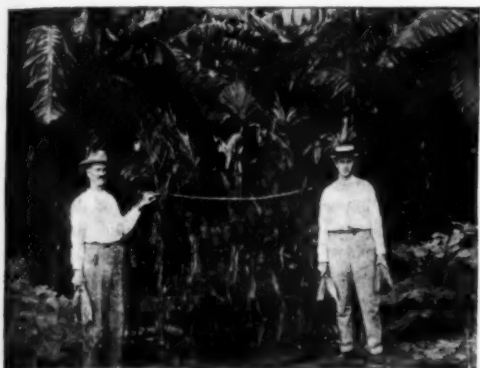
United States Ordnance Department is reported to have ordered 100 ammunition cars from the American Car & Foundry Co.

Big Returns from Irrigation in Lower Valley of the Rio Grande

MILLIONS FOR PRODUCE AND EARLY TRUCK FROM 60,000 ACRES OF LAND—
FURTHER GREAT DEVELOPMENT LOOKED FOR IN EARLY FUTURE—
10,000,000 ACRES THAT MAY BE RECLAIMED.

By W. D. HORNADAY, Austin, Tex.

Although wonderful progress has been made in recent years in reclaiming areas of arid lands in Texas and the Southwest by means of irrigation, what has already been accomplished in this direction is but a very small part of what may be done in the near future if ways and means are provided for the purpose. Crop figures have been collected covering the past season's farming



A WIDE VARIETY OF CROPS ARE GROWN IN RIO GRANDE VALLEY.

operations in the lower Rio Grande Valley, the upper Rio Grande Valley of Texas and New Mexico, and in the Salt River Valley of Arizona. These statistics tell such a remarkable story of the benefits which may be obtained from rich soil by irrigation that this method of reclamation and development is destined, it is believed, to make great headway from now on. In the lower Rio Grande Valley, extending from a point within about 75 miles of where the international



HARVESTING WATERMELONS, IRRIGATED LANDS OF TEXAS.

boundary stream empties into the Gulf of Mexico, up that river for nearly 100 miles, there has been brought into cultivation during the past fifteen years about 150,000 acres of land. Although practically all of this area is embraced in irrigation systems, water was applied to only about 60,000 acres in the two counties of Hidalgo and Cameron during the past season. It is stated that this irrigated acreage produced and there has already been sold during the year more than \$6,000,000 worth of products.

The variety of the crops grown and the extent of production may be realized when it is stated that there were shipped during the year 843 carloads of cabbage, 381 carloads of onions, 58 carloads of lettuce, 127 carloads of Irish potatoes, 37 carloads of watermelons and 178 carloads of mixed vegetables, having an average value of about \$800 a car, or a total of \$1,775,200. Besides this big crop of produce there were grown in

the lower Rio Grande Valley the past season about 500,000 bushels of corn, which sold at an average of \$2 per bushel, making a total of \$1,000,000; about 5000 tons of broomcorn upon 6500 acres of irrigated land, which crop brought an average price of about \$300 per ton, or a total of \$1,500,000; about 10,000 bales of cotton, which, with the seed, brought a total of about \$1,600,000, and about 1000 acres that were devoted to beans, which were harvested after they had matured and sold at prices ranging from 10 cents to 15 cents a pound, bringing a total of about \$125,000. Besides these crops there were about 80,000 tons of sugar-cane produced, which added very largely to the revenues of the farmers. Several thousand acres were devoted to the growing of Rhodes grass, alfalfa, sorghum, milo maize and kaffir corn. As a result of the shortage of feedstuff, this forage is in great demand at prices ranging from \$20 to \$25 per ton. Under irrigation the grass and other forage crops gave from three to five cuttings the year from one planting, and in the intervals between the cuttings the forage fields afforded pasturage for many head of cattle, hogs and other livestock. Besides these various crops, considerable shipments of grapefruit, oranges and lemons were made, adding a considerable amount to the total revenues from the irrigated part of the lower Rio Grande Valley.

Although the United States Government reclamation project in the upper valley of the Rio Grande, which is afforded a water supply by means of the great Elephant Butte dam in New Mexico and the system of canals and ditches that lead down the valley into Texas for a considerable distance, has been in operation only one season, it was the means of bringing about a production of crops having a total value of approximately \$4,000,000. It is stated by L. M. Lawson, project manager of the Elephant Butte water-storage and irrigation system, that when proper drainage is had for the lands that are embraced in that project, the total revenues each year to the farmers of the upper valley will be from \$12,000,000 to \$16,000,000. Even with only a financial return of \$4,000,000 the past season from their crops, this sum equalled the price to be ultimately paid by the land owners for the construction of the dam and irrigation system. Steps have already been taken for the construction of a drainage system to embrace the lands that are watered by the Elephant Butte project.

It has been clearly proved that the cost of constructing irrigation systems, including the installation of pumping plants or the building of dams for storing the

water supply, is often more than met by the value of one year's crops grown upon the irrigated lands. Owing to the fact that the public lands of Texas are all owned by the State, it was by special arrangement that the Elephant Butte reclamation project was extended into Texas. All other irrigation systems in that State are of a private ownership. In the lower Rio Grande Valley, as an illustration, there are approximately forty separate systems of irrigation. Some of the



PAPAYA OR TREE MELON, AS GROWN IN SOUTH TEXAS.

larger of these enterprises afford a water system for as much as 40,000 acres each. The water is obtained from the Rio Grande by means of large pumping plants.

It is estimated that there are, all told, about 400,000 acres of land on the Texas side of the Rio Grande in the lower reaches of that stream which are susceptible of being reclaimed by irrigation. Many new settlers are going into that region, and the work of clearing the land of its heavy growth of mesquite trees and prickly pear is now in progress on a larger scale than for several years.

It is conservatively estimated that there are more than 10,000,000 acres of land in South Texas alone which are easily capable of being reclaimed from their pristine state and made to produce abundant crops of various kinds. Not only can vast areas of the land be



SHIPPING WINTER VEGETABLES FROM LOWER RIO GRANDE VALLEY TO FEED THE EAST AND WEST.

watered from storage reservoirs, but there is a wide belt of country in which flowing artesian wells are easily obtained. It is pointed out that the available irrigation lands of the Rio Grande Valley on the Texas side of that stream have barely been touched. Stretching all the way from the mouth of the river at Del Rio, a distance of more than 500 miles, there is a strip of alluvial valley land that may be easily irrigated by the never-failing water supply which that stream contains.



LUXURIANT GROWTH OF SUGAR-CANE IN FORMER WILDERNESS OF MESQUITE AND CACTUS.

With the exception of what is being done in the lower valley of the Rio Grande and in the vicinity of Laredo, Eagle Pass and Del Rio, no efforts towards reclaiming the valley land are being made. It is only about 15 years ago that the discovery was made that the land around Laredo was capable of producing abundant crops when irrigated. As a result of the early successful experiments along that line, that section has become the center of the Bermuda onion industry of the United States. The onion shipments from Laredo alone during the last few years have averaged about 3500 cars each season. The irrigation systems in that section are comparatively small in size, due to the intense cultivation that is necessary in growing onions. Each of the pumping plants provides a water supply for cultivated tracts ranging from 10 to 50 acres.

Besides what has already been accomplished and is in prospect in the matter of reclaiming the wild land in the valley of the Rio Grande, considerable progress in this character of work has been made along the Nueces, the Guadalupe, the San Antonio and Colorado rivers.

It is expected that the new irrigation law of Texas, which was passed by the last Legislature with a view to the inauguration and fulfillment of land-reclamation projects, will prove wonderfully stimulating. The new law went into effect only recently, and there has not yet been time enough to prove its beneficial effects. From Western Texas there comes a general demand for legislation that will enable the putting into effect of land reclamation projects similar in arrangement and management to those that have been established by the United States Government outside of Texas. There are many available sites for storage reservoirs not only in the plains region, but in the rougher country lying to the southwest of that level territory. By conserving the rainfall through the construction of dams and the building of canal and ditch systems, vast areas of land that are now in a state of non-productiveness could be made to bring in an enormous annual revenue from various kinds of crops.

COTTONSEED CRUSHERS WHOLE-HEARTEDLY FOR THE WAR.

Patriotism the Dominant Note at Interstate Convention at New Orleans.

New Orleans, La., May 16—[Special.]—What is universally acknowledged as the most constructive convention in the 22 years that the Interstate Cottonseed Crushers' Association has been in existence came to an end Wednesday, May 15, after a three-day session this week and two days of preliminary committee meeting last week. The keynote of the convention was expressed in the remarks of the newly-elected president that the association was simply one of the units in the Government of the United States, engaged first and foremost in the business of winning the war, and that every energy of the organization was to be expended for this purpose. Over 1000 members and their guests were present.

Due to the seriousness of the times, all social functions were eliminated, and during the entire time they were here the delegates devoted themselves solely to the consideration of greater production of foods, fats, cattle feeds, and of linters for munitions.

Resolutions were adopted expressing absolute loyalty to and confidence in the Government and in support of its efforts to conserve the food supply and mass the industries of the country for war purposes.

The idea was frequently expressed that if the Government wanted the products of the oil mills, it could have them at any time and at any price it chose to name, no matter what the personal sacrifice might be.

One member in each of the Southern States will be appointed to advise with the Food Administration, it was decided, and other plans for still closer co-operation between the association and the Food Administration and the War Industries Board were adopted. It was decided to establish an office in Washington, and this will be done immediately.

It was decided to establish at the earliest possible date a traffic bureau with headquarters at Memphis, through which the association may co-operate more effectively with the Government's railroad policies.

In view of the Food Administration's control over the industry, the trading rules of the association were only slightly amended this year, and then only to conform to the Government's regulations.

The convention was enthusiastic in endorsing the administration of President Fielding Wallace of Augusta, Ga., during the past year, and commended him for his willingness to sacrifice time and money to the cause of the country, his devotion having caused his frequent absence from his own business on conference with Washington officials.

Preparations were made to extend the educational and publicity work of the association through the office of L. N. Geldert, assistant to the president, and the official organ of the association, "The Cotton Oil Press." This publication was incorporated, and steps were also taken to incorporate the association under the public welfare act.

Plans were perfected for securing more oil-bearing material for crushing in the cottonseed-oil mills between seasons, in order that their productive power might be used to fullest capacity. The principal raw material for this purpose, it was stated, is copra, the ultimate supply of which will depend on the tonnage that can be allotted by the Government to bring it from the South Seas. Peanuts and soy beans also have great possibilities in this direction, and the association pledged itself to promote the production of these in every way possible.

The reports of the secretary-treasurer showed over 200 new members since last year, most of whom joined within the last month. The total membership is now about 1000, and includes, besides Southern people and Southern mills, the refineries and manufacturers using the products of the oil mills and the dealers and refiners in foreign countries. Thus the association's activities have extended far beyond its original scope, and the question was considered of changing its name from Interstate to International, but no action was taken.

The presentation of the service flag with 9156 stars, each representing an employee of some member of the association who had heard the call to arms was one of the features of the session. Presented on the opening day by George W. Covington of Hazlehurst, Miss., a past president, it aroused the greatest enthusiasm.

The speeches were of an exceptional order, George

R. James of Memphis, in charge of the linters department of the War Industries Board, told the convention many startling truths which under ordinary circumstances might have made him unpopular, but which now only encouraged his hearers to stronger determination. He emphasized the fact that the Government must have a huge supply of linters for munitions, and said that if the cottonseed oil men were unable to produce the maximum weight from a given amount of seed the Government would have to take over their plants. The 800 and odd cottonseed mills of the country must understand, he said, that they have simply got to produce the maximum quantities set by the Government, and that linters are to be sold only for war purposes.

Capt. J. Rice Smith of Augusta, Ga., a Confederate veteran, made a stirring address, pledging old as well as young to fight to a victorious peace in Berlin, with American soldiers there to give it force.

"Cotton is in no sense a slack crop," said President Wallace in his annual address. "On the contrary, it is one of the country's chief resources. No less an authority than Mr. Hoover, the United States Food Administrator, has stated, 'but for cottonseed oil, there would be a fat famine in the world today.'"

Mr. Wallace attacked as unreasonable and unjust the restrictions surrounding the manufacture and distribution of oleomargarine, the poor man's butter.

"When we consider that the Federal licenses," he continued, "imposed upon the production of this wholesome and nutritious food are higher and more rigid than those placed upon the production and distribution of whiskey, we wonder why the people of this democratic country countenance such a gross injustice."

Mr. Wallace declared that the time is not far distant when cottonseed flour will be a household commodity.

"The South produces more grain value per acre in a cotton crop than is produced in the grain-growing sections of the United States," he declared.

Officers were elected as follows: R. E. Montgomery of Chickasha, Okla., president; J. H. Du Bose of Memphis, vice-president; Major Robert Gibson of Dallas, secretary and treasurer; Louis N. Geldert of Memphis, assistant to the president and editor of "The Cotton Oil Press."

Mr. Montgomery succeeded, according to precedent, from the vice-presidency. He expects to give a large part of his time to the association's work in Washington. Both President Montgomery and Vice-President Du Bose are ex-officio members of the executive committee, the other three members of which will be appointed later.

Major Gibson was elected several years ago for life, but following the annual custom, his election was ratified by a rising vote. A distressing incident of the convention was that Major Gibson was called away by the illness of his wife, and when it was learned that she had died before he could reach her side the convention showered him with messages of sympathy as expressive of the great affection in which he is held.

CAMPAIGN TO INCREASE CRUDE OIL SUPPLY.

New Wells Being Brought in in Mid-Continent Field—Additional Refineries Under Construction.

Baxter Springs, Kans., May 16—[Special.]—The present campaign to increase the crude oil supply of the nation is evidently centered in the Mid-Continent field, where in the past there have been numerous fields of the "gusher" class discovered. Throughout all the oil-producing States west of the Rocky Mountains there were 5124 wells drilling for oil, including 1186 new rigs erected for drilling purposes. This was an increase of 351 over April 1, and the increase in drilling wells was all reported from Oklahoma, Kansas, Texas and Louisiana.

There had been completed during the month of April in that area west of the Rocky Mountains a total of 2230 wells, of which 1581 were oil producers, 144 gas producers and 499 "dusters." The new oil wells had a total initial daily production of 123,865 barrels.

In the States of Kansas and Oklahoma, the two principal figures in the Mid-Continent field, there were 1258 wells completed during April, an increase of 193 over March, and 922 were new oil producers, making an initial daily production of 71,165 barrels. Seventy-three were gas producers and 262 "dusters." In these two States on May 1 there were 2650 wells drilling, including

654 new rigs, or more than half of the total drilling west of the Rocky Mountains.

It is interesting, in this connection, that of the wells completed in Kansas and Oklahoma during April, 64 were wildcat tests and of these 28 were oil producers and 4 gas producers, a total of 32 producers. This shows that 50 per cent. of the wildcats were successful tests. There are now drilling in these two States 401 wildcats, 138 in Kansas and 263 in Oklahoma.

The total daily production of Kansas and Oklahoma at the present time is 370,500 barrels—Kansas 131,000 and Oklahoma 239,500. All of this, excepting the 49,500 barrels accredited to the Healdton field in Southern Oklahoma, has a value of \$2.25 a barrel, the price fixed by the Prairie Oil & Gas Co. Healdton oil is worth \$1.45 a barrel. The total money value of the oil produced in these two States, therefore, is \$905,150 daily.

Because of the increased demands for gasoline and fuel oil, the refining end of the oil industry is also one of the greatest interest now. Everywhere there is an effort being made to secure increased production, and numerous new refineries are being built, while others are being financed. Cosden & Co. of Tulsa, Okla., the greatest refiners in the Mid-Continent field, are now refining 12,000 to 15,000 barrels daily of crude oil at their three plants. While it is admitted that this is below normal, yet it is expected that the entire plants will be running at their full capacity by June, or 20,000 daily. As a result of increased operations, the earnings of this company are expected within the next few months to get back to the normal rate of about \$800,000 net a month.

The Sinclair companies of Tulsa, also one of the greatest refiners of the country, are increasing their operations, and during the present month the Sinclair-Gulf Refining Co. gave a contract for a refinery on the ship channel near Houston, Tex., which it is said will be one of the largest plants in the entire country.

A new refinery recently completed is that of the Refiners Petroleum Co. of Baxter Springs. This plant is built on the Kansas-Oklahoma fields.

One of the greatest oil lease deals ever consummated in the Mid-Continent field was that closed recently between the Magnolia Oil Co. of Tulsa and the Page Lewis Oil Co. of Wichita, Kans., whereby the former takes over a half-interest in 1380 acres of the Koogler land at Towanda, Kans., for \$4,000,000. In this same locality is the Shumway farm, owned by Mrs. George Winchester of Greenwood, Ind. Recently Mrs. Winchester refused \$1,800,000 for her remaining one-sixteenth interest in the royalty of the farm. Nine months ago she sold a one-sixteenth interest for \$60,000. This farm is today producing approximately \$56,000 in oil daily, of which her share is \$3500.

Throughout all the oil fields in the West and Southwest there is a scarcity of labor, which is hindering new work in particular. Many of the men employed in the fields as laborers are being attracted to the farms, where wages are better than ever before in agricultural lines and the boarding accommodations are far better than are generally found in the oil fields. C. M. SARCHET.

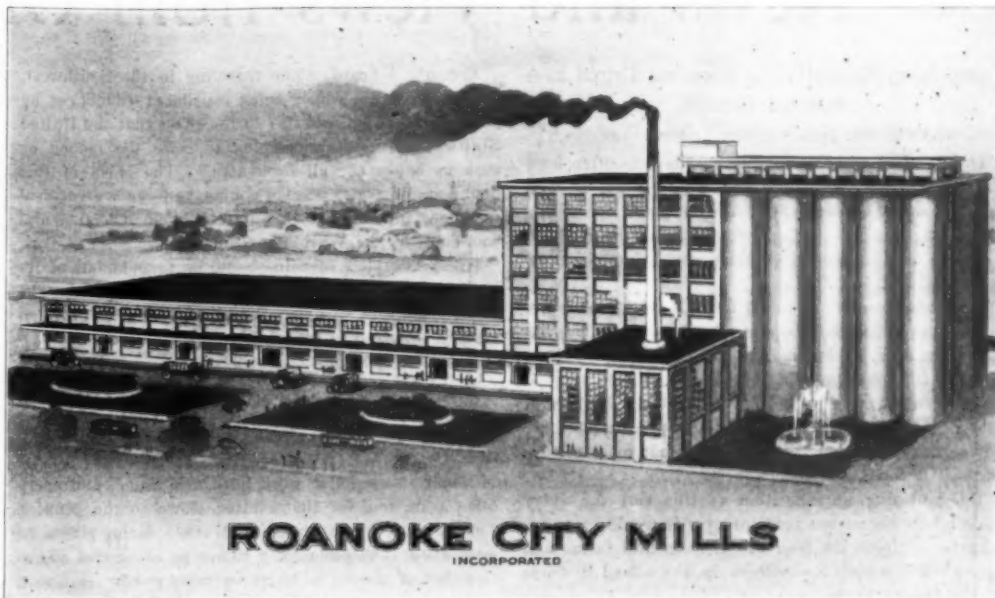
Planting "Stuck Corn" in North Carolina.

About 100,000 acres of new black land in Beaufort and Washington counties, North Carolina, were burned over for "stuck corn" planting, recently, making a substantial addition to the many thousand acres having previously been redeemed. The MANUFACTURERS RECORD has previously described the interesting methods by which timber lands in the northeastern seaboard section of North Carolina are quickly converted into cornfields, the process being to fell the smaller trees and saplings which cover this land, burn it as soon as it will take the torch, and then plant "stuck corn."

Following the burn hundreds of men, women and boys start in immediately to "stick" the corn. It is desirable that the work be done with a rush while the ashy seed bed is warm from the burn. The worker is provided with a long, sharp stick and sack of seed, and in a line of from 10 to 50 in a row they proceed down the field, dropping the corn in the holes made with their stick two or three feet apart, and covering it with their feet. Thus the corn is stuck and it grows to maturity without further attention. No plowing is required, and no cultivation is usually done. The richness of the soil is sufficient to bring a bountiful yield of corn without waiting for the fields to be entirely cleared of logs and stumps.

It is in this section that Mark W. Potter, president of the Clinchfield road, has holdings of some 50,000 acres, which he is successfully treating in this manner.

ROANOKE CITY MILLS AT ROANOKE, VA.



This plant recently completed; daily capacity 1200 barrels of flour, 3000 bushels of meal and 125,000 pounds of feed; elevator capacity 25,000 bushels of grain; elevator consists of 10 round tanks, each 96 by 22 feet; daily unloading capacity, 25,000 bushels of grain; 440 by 100-foot plant site; main mill, six stories high, 90 by 42 feet; warehouse, two stories high, 212 by 42 feet; buildings of brick construction; cement mortar throughout; foundation and first floors are of reinforced concrete; other floors of long-leaf Southern pine, 4½ inches thick; window frames, door frames and doors of steel; mill and elevator machinery furnished by Great Western Manufacturing Co., Leavenworth, Kan.

Difficulties Encountered in Efforts to Increase Make of Southern Iron.

Birmingham, Ala., May 20—[Special.]—Practically out of the market, but little of the probable make for the last half of the year to be offered to consumers, inquiries numerous and requests to take on the business with delivery satisfactory in third or fourth quarter of this year and even into next year, and on top of it all pronounced indications of further control of the industry by the Government to meet requirements in the war prosecution, tells the story of the conditions of the pig-iron and steel market of the South. Every indication points to the Government at no distant date requiring all iron and steel to be shipped to such consumers as are working on needs of the Government or the Allies. Priority shipment orders have been in vogue for some time, but now additional permission must be obtained and full reports made on all shipments. The make of iron can hardly be increased materially. The complaint is loud as to the quantity and quality of labor. Unsteadiness in delivering raw material to furnaces and the carelessness in the production, indifference on the part of the men employed in the mines and elsewhere being mentioned as the cause, are holding down the production of pig-iron. The expectations for May for the largest output at blast furnaces in the history of the industry will hardly be realized, though two furnaces are making iron this month that have not been in commission in several years.

Steady shipment of iron from the district is still noted, lifting of embargoes in the Middle West and other directions resulting in considerable time being made up on old orders. There is still much iron on yards in the Southern territory, but it is iron that has been sold and cannot be counted on for the open market.

Home consumption is still lagging. Announcement is made that cast-iron pipe plants in this section have been remodeled sufficiently to permit of considerable foundry and machine work being done, and it is presumed that some of the big business that is available will be taken on. The demand for cast-iron pipe continues to lag, and indications point to but little improvement at any time this year. There have been some small orders for pipe received in this section, but the aggregate has not been large. There is, however, so much foundry and machine shop business available that a difference will soon be shown. The regular machine shops and foundries, too, are working to capacities, with many orders in hand and others being offered. Prospects in this branch of the industry are for continued steady operation through the balance of the year and longer.

All work on big developments in the iron and steel manufacturing business in the Birmingham district is being rushed. Contractors are now at work on the structural work of the development of the Tennessee

Coal, Iron & Railroad Co., and labor is being hired wherever it is to be found.

J. W. McQueen, president of the Sloss-Sheffield Steel & Iron Co., on his return from New York and Washington, where he met with Waddill Catchings, chairman, and other members of his board of directors, had no statement to give out either as to reports concerning the erection of by-product coke oven plants by his company and other development. The fact that some consideration to property for sites has been reported is taken to mean there is something to the rumors.

The scrap-iron and steel market continues in an uncertain state, with shipments of the product on old contracts lively. Stocks on hand are being reduced steadily. Many tons of scrap are yet to be delivered on orders that have been in hand for weeks. Local consumers of scrap will not pay maximum quotations of the Government and apparently succeed in getting all the melting steel and other scrap they want.

Quotations are given as follows:

FIG-IRON.

No. 2 foundry, \$33.50 f. o. b. furnaces. Basic iron, \$32; revision by Government to be announced before July 1, 1918; differentials on pig-iron the same as before Government regulations of quotations began.

OLD MATERIAL.

Old steel axes.....	\$30.00 to \$32.00
Old steel rails.....	24.00 to 25.00
Heavy melting steel.....	23.00 to 25.00
No. 1 R. R. wrought.....	25.00 to 26.00
No. 1 cast.....	23.00 to 24.00
Stove plate.....	29.00 to 32.00
Old car wheels.....	25.00 to 27.00
Tram-car wheels.....	21.50 to 24.00
Machine-shop turnings.....	17.00 to 17.50
Cast-iron borings.....	12.00 to 12.50

For Kentucky Fluorspar Mining.

Fluorspar developments in Kentucky will be undertaken by the Standard Spar Mining Co. of America, capitalized at \$500,000, and the Commodore Fluorspar Co., capitalized at \$60,000. J. L. Oxley, Alexander Getz, Frank G. Fox and A. D. Noe of Marion, Ky., have chartered the Standard corporation and Rodman Meacham, James Breathitt, Jr., and E. V. Rawn of Hopkinsville, Ky., chartered the Commodore enterprise.

Mr. Oxley wires the MANUFACTURERS RECORD that his company plans to develop 113 acres of land, including 16 leases, proposing the installation of a \$20,000 plant which will have a daily capacity of 100 tons.

Will Manufacture Explosive Shells.

Government plans for awarding munitions contracts in the Middle West have resulted in an order which necessitates the erection of a \$600,000 plant by the Moon Motor Car Co. of St. Louis. This factory will have a daily production of 1000 shells, and it is understood that the Government contract amounts to \$2,000,000.

News and Views from Our Readers

Compulsory Education in Farming Urged as a National Benefit.

THOS. W. KRACKE, New Orleans, La.

If "food will win the war," as we have so often been reminded during this world war, would it not be well to enact a law in every State in the Union compelling the acquisition of an agricultural education? This would be akin to manual training, now being advocated so extensively.

As a war measure it would be in line with so many other wise legislative enactments of the recent past. After the war its lasting benefits could not be questioned. It should prove a blessing to mankind.

The genus tramp or hobo would thereby be forever relegated to oblivion. Many of these unfortunates are not of this profession through choice, but more oftener through a force of circumstances.

By providing an education of this sort for every male inhabitant of ten years or over it would be necessary to establish the requisite experimental farms and agricultural schools or colleges in the school districts of the United States.

Our National Government could well afford to provide the sinews of war, even if it would mount into the millions of dollars. It would be bread cast on the waters.

Not an acre of idle or cultivated land but would feel the effect of its wonderful magic. Not an individual of our glorious country who would not be benefited directly or indirectly. This is what our nation sorely needs and has been longing for these many years, although few have realized its crying necessity.

Land values would take on a new impulse and the marvelous regeneration would be witnessed by the great return in taxes. The whole country in consequence would blossom like a rose and the "high cost of living" would be lowered.

I consider this one of the most vital problems of this very strenuous age.

Patriotic Oklahoma Community Would Like to Start Industry to Help Win the War.

W. A. HADLEY, Stroud Cotton Oil Co., Stroud, Okla.

Our little community would like to do something to help win the war. We buy Liberty Bonds, subscribe to Red Cross funds, etc., but that is the least that we can do. Every good American is doing that, but the writer has read your splendid publication for years and now we thank you for the good work you have done in awakening the American people to the great danger to which they have been exposed.

We have surplus labor here, not employed as it should be and hence not producing the maximum. It is an agricultural community, and we would like to establish some industries here that would furnish employment and at the same time help produce some article or articles that are needed to help win the war. This is a cotton section and some want to establish a knitting mill.

If you can give us some advice or refer us to proper parties will appreciate the favor.

"Every Idle Dollar Is an Alien Enemy."

D. ARTHUR BOWMAN, Bowman, Cost & Co., Investment Bankers, St. Louis.

Countless millions of dollars in the United States are useless, inert and unpatriotically being kept in hiding today. I refer to the vast amount of "slacker" money which is being hoarded or kept in the safe-deposit boxes of the banking and trust institutions of the large cities.

This money, which is being deliberately withheld from the channels of trade and the service of the United States Government, is in the same identical position today as any other force which, needed for the national defense, refused, in an hour of peril, to appear.

A large part of this wealth; in fact, the considerably largest part, it is stated, is owned by either recently naturalized citizens, neutral aliens or, finally, enemy aliens. Many of them are densely ignorant of the numerous safeguards placed about the national and State banking institutions, some of them hesitate to trust even the postal savings banks, while any number of them have yet to be sold their first war savings or thrift stamp.

Recently I heard, while traveling in the Southwest, that there was a rumor being circulated (doubtless by pro-German propagandists) to the effect that the United States Government was going to seize the money or cash in banks of "all foreigners." The effect of this deliberate falsehood was, of course, to force a great deal of money into hiding. I believe that an official denial was made by the Washington authorities.

Every idle piece of coin should be brought out of its hiding-place and put into circulation at once. The public should be told that "every idle dollar is an alien enemy" unless it is placed in:

- (1) Liberty bonds.
- (2) War savings stamps and thrift certificates.
- (3) Postal savings banks.
- (4) Savings banks, trust companies and commercial banks.

"Make every dollar work for Uncle Sam," and every other coin, too, for that matter, down to the pennies. Let the safe-deposit boxes and other hiding-places be opened up, if possible, by a campaign of careful education, but, if necessary, by an outraged public sentiment.

New Castor Bean Oil Industry Proposed for Florida East Coast.

H. B. WALKER, Helm & Walker, Lawyers Building, Miami, Fla.

Can you put us in touch with some person or persons familiar with processes, machinery, costs, etc., of extracting castor oil and peanut oil and utilizing their by-products? We have about 15,000 acres of castor beans growing in South Florida and along the East Coast, under our contracts with farmers. We have contracted to sell either the beans or oil manufactured from them to the Government for military purposes. The question is whether it will be practicable and profitable for us to extract the oil here or to have the beans shipped North for pressing. We are informed that the same type of plant and machinery needed for pressing the castor beans might be utilized in the manufacture of peanut oil, butter, flour and other by-products, and would like early and accurate information to enable us to determine if it is possible and practicable to utilize this castor-bean crop for the establishment of a new industry on the East Coast of Florida.

Country's Patience May Soon Become Exhausted.

G. C. BUQUO, Hot Springs, N. C.

As you take quite an interest in the alien enemies of our country, and especially in the Hun or Hound element, wish to advise you that when the men interned here were informed that they would be removed to some other place and that this camp would be used for our soldiers who are cripples, they "struck."

Some spectacle, isn't it? How would a diet of homemade toothpicks do for them for about two weeks?

We, of course, wonder if any of our people have "struck" in Germany, and how hard they struck.

I fear that the "calm" attending our treatment of the Germans will break up into a real "storm," and not very far in the future.

Keep the good work up.

Patriotic Fervor Shown in Conserving Great Southern Food Crop.

THOS. F. EWTON, General Manager the Great Southern Preserving Association, an Organization for Dry-Kiln Curing Sweet Potatoes, Dallas, Tex.

We quite agree with you that we are living in the most momentous period in the last 1900 years, if, indeed, not in the history of the world.

We note with a great deal of interest the excellent expressions throughout your letter regarding the war with Germany and your resolution to do your part in bringing it to a successful conclusion. We haven't the slightest doubt that you are making good all of these assertions. Indeed, you are doing a great "work in arousing the nation to its mighty task, bringing our people to a deep study of this world tragedy and our relation to it."

We are busy extending our work of building ware-

houses and curing plants for dehydration and saving the sweet potato crop of the South. It is positively wonderful and gratifying beyond measure to be in the field, as I have been, and take note of the great patriotic fervor and impulses. Many men are investing with us and seeking to farther our interests, not so much because of the profit in it as because of the great usefulness and value at this particular time—and, in fact, at any time—of conserving and saving this important food crop. It is not a time for selfish greed. It is a time for thrift and saving, and the communities are showing their patriotic impulses by assisting in this great movement.

Our large warehouse at Cleburne, Tex., which is nearing completion, has a capacity of about 30,000 bushels.

Coal Shortage in Coal Country.

BEATTIE A. INGLIS, Copeland-Inglis Shale Brick Co., Birmingham, Ala.

Since the coal shortage came on and cars were so hard to obtain it has been impossible for us to operate our plant to capacity for want of coal and cars, and we have been shut-down for three months from the same cause.

You know and realize that a factory cannot operate at a profit unless it can run to its capacity or somewhere near it, and when we were shut-down entirely you know that all expenses going out and nothing coming in hurts us financially, and you know what a long shut-down means.

It seems hard that we should have to close down for want of fuel while right here in the Birmingham district and with more orders than we can fill for six months.

Ground Corn Cobs and Velvet Beans as Cow Feed.

SHERWOOD ATKINSON, Norwood, Ga.

I have been experimenting with ground corn cobs and ground velvet beans as a cow feed, to be used instead of cottonseed meal and hulls, which I find to be equal to the latter and so much cheaper that I believe the time will soon come in the South when we will not throw away a single corn cob. This will be the means of saving millions of dollars' worth of feed that is now being wasted. The velvet bean means the salvation of our old worn-out hills.

Wants Roosevelt to Have Leadership in Russia.

W. G. COUTTS, Big Stone Gap, Va.

I see that Russia is crying out to the Allies for leadership. Surely the time has come to send Roosevelt there. It would be foolish for me to try to explain why or enumerate some of the reasons, but the one big leader in the world in Russian eyes is no one but our Colonel Roosevelt.

I am watching the Japanese intervention in Siberia, and I don't like it.

New Orleans Industrial Canal.

Preparations are being made to begin the construction of the locks that will be necessary to connect the Mississippi River with the proposed industrial canal at New Orleans. These locks will be of steel-concrete construction, and are to be 700 feet wide, with a minimum depth of 25 feet over the sill, accommodating vessels up to 600 feet long. The Commissioners of the Port, Devereaux O'Reilly, engineer of the Dock Board, have engaged the George W. Goethals Engineering Co. of New York to design and build the locks. The canal will be 7 miles long, 150 feet wide at the bottom and 225 to 300 feet at the surface, with a depth of 26 feet.

The estimated cost of this canal is \$2,600,000, and its completion will ensure the establishment of important new industrial enterprises at New Orleans, several shipyard managers having already expressed their intention to locate shipbuilding plants.

Repairs to No. 2 furnace of the Suwanee Iron Co., Grand Rivers, Ky., are nearing completion, and the plant is expected to blow in by June 15 with a daily output of 90 tons of iron. About 125 men will be employed.

SOUTHERN CATTLEMEN'S RATE CASE.

Appeal Before Interstate Commerce Commission Shows Opportunities for Livestock Industry.

New Orleans, La., May 20.—[Special.]—The livestock case of the Southeast was presented at the rate hearing of the Interstate Commerce Commission recently concluded at New Orleans, and demands were made for new traffic rules and tariffs that if granted will advance the cattle industry of this region 20 years.

The case was conducted by C. B. Heinemann of Chicago, secretary of the National Livestock Exchange; Graddy Cary of Louisville, secretary of the National Livestock Shippers' Protective League, and Carl Giessew, assistant general manager of the New Orleans Joint Traffic Bureau. Livestock men, representatives of commercial organizations and experts from different parts of the country were also present.

This case is probably the most important ever heard for the cattle, swine and sheep business of Louisiana, Virginia, North Carolina, South Carolina, Georgia, Florida, Alabama, Mississippi, Texas, Arkansas, Oklahoma, Tennessee and Kentucky. The hearing will be resumed at Chicago, probably in June.

Comparisons were made to show that thousands of Texas cattle died of starvation because it was too costly to ship them to points in the Southeast, it being stated that although it cost 7.5 and 7.6 cents per car mile to send them up into Wyoming, it would have cost 14 to 16 cents to send them to Georgia, the same distance, and in some instances as high as 25.7 cents. Besides, cattle trains to the Southeast did not move on fast schedules as elsewhere, and it is asserted that facilities for caring for stock are poor en route and feed bills are exorbitant. Other facts were also presented to show that with more enterprise and consideration on the part of the railroads the movement of cattle from Texas into the Southeastern States would be developed extensively.

Following are the rate reductions asked on shipments south of the Ohio and east of the Mississippi rivers:

Distance in Miles.	Present Rate Per Cwt.	Rate Asked Per Cwt.
100	.35 1/2—26 1/2	.11 1/4
200	.20 —25	.16
300	.22 —25	.19 1/4
400	.25 —49.8	.23 1/2
500	.32 1/2—44 1/2	.27
600	.30 1/2—51 1/2	.30 1/4
700	.37 1/2—55	.33 1/2
800	.37 1/2—56	.36 1/4

Rates on feeder cattle, hogs and sheep to be 75 per cent. of the rates on fat cattle bound for market. The present rate is higher on lean cattle than fat cattle.

Hogs and calves in single-deck cars to be 115 per cent. of rates charged on other cattle. Sheep, single deck, to be 125 per cent.

Two-line rates to be constructed by adding two cents per 100 pounds to the above up to 500 miles, and no addition beyond. All lines under common control, operation or ownership to be considered as a single line.

Among other concessions asked are the following: Privilege of putting extra feed in cars to avoid high prices paid en route; that roads shall not charge for more than one double-decked car when it is requested and they send two single-deck cars instead; (a similar request is made as to long and short cars); privilege of stopping for dipping and testing; stopping to try markets, resuming movement all at through rates; privilege of pasturing on through rate, movement being resumed after feeding, etc.

SOUTHERN LUMBER AFTER THE WAR.

Plans Already Under Way for Enormous Rebuilding Demands Europe Will Undoubtedly Make.

New Orleans, La., May 18.—[Special.]—Southern lumbermen are already laying their plans for the industrial campaign of peace. They do not know when peace will come; they are now working on a long-war idea; but they are getting ready for the future none the less certainly.

Advertising literature is now being prepared in several languages by the Southern Pine Association, so that an aggressive trade campaign may be started immediately when the war ends, and trade commissioners, sent to Europe last August by the Government to study lumber needs, are helping in their organization for the future.

Southern pine comprises 40 per cent. of the timber output of the United States. Its annual production is

14,000,000,000 feet, of which 10,000,000,000 come from Louisiana, Mississippi, Texas, Alabama, Arkansas and Georgia. Lumber since the war has doubled in value, so it is easy to see what a gold mine is yellow pine for this region.

Southern pine, pound for pound, is stronger than steel; it has the greatest crushing resistance of all the woods; it stands tremendous stresses; it is durable and it is one of the most workable woods.

Europe had found out what Southern pine is before the war broke, so the trade campaign should not encounter any great obstacle.

From 951,273,000 feet in 1912, Europe's importations of Southern pine jumped to 1,463,075,000 in 1917, despite the business troubles from August of that year.

England, the Netherlands and Italy were the leading purchasers, and they were followed, in their order, by France, Spain, Portugal, Germany and Austria.

Latin America, too, is a great market for Southern pine, but cannot fill its demands now because of the ship shortage. Witness the following figures:

Southern pine imported by South America from 1912 to 1917, 1,243,265,000 feet; by the West Indies, 918,265,000 feet; by Central America, 223,722,000 feet.

Even Canada, with her mighty forests, when war broke out was importing Southern pine at the rate of 24,000,000 feet a year, and far-off Africa, in the six-year period, bought 140,370,000 feet.

Total exports of Southern pine from 1912 to 1917 amounted to 5,469,212,000 feet.

The Government last year used 2,000,000,000 feet of Southern pine—ships, cantonments, knock-down houses for soldiers abroad, piling, etc. This year it is expected to use 3,000,000,000, and other demands are so great that production barely keeps pace with consumption. So no great stocks can be piled up.

However, lumbermen do not expect the great rush of business to begin until a year after the war has ended. Of course, thousands of knock-down houses will be ordered for the people who start the immediate work of reclaiming the battlefields; but it will take at least a year, it is thought, to clear away the debris and to become adjusted to the new economic basis.

During this year our mills will be able to lay up a reserve for the explosion of business that will continue for at least a decade, the Southern Pine Association estimates, each year greater than the preceding.

The Webb law will allow collective selling abroad, and this will put all our lumber dealers on the same basis, large and small, and will enable them to meet competition abroad.

Phosphate Rock Industry Gaining.

The phosphate rock industry, which suffered severely in 1915 and 1916 by the war in Europe, made a strong recovery in 1917. In spite of the shortage of railroad cars and fuel oil that affected the output of the Eastern fields, the quantity of phosphate rock marketed in 1917, according to the United States Geological Survey, was 2,584,287 long tons, valued at \$7,771,084, as compared with 1,982,385 tons, valued at \$5,896,903, in 1916.

The output by States is shown below:

PHOSPHATE ROCK MARKETED IN 1917.		
State.	Quantity, Long tons.	Value.
Florida	2,022,599	\$5,464,493
South Carolina	33,485	138,482
Tennessee, including several thousand tons from Kentucky	513,107	2,126,352
Idaho, Utah, Wyoming.	15,096	41,756
Totals	2,584,287	\$7,771,084

As a result of the falling off of the foreign demand at the beginning of the war in Europe our output of phosphate rock fell from about 3,000,000 tons a year to less than 2,000,000 tons in 1915 and 1916. Before the war the exports were nearly half the domestic production, but in 1915 they decreased from about 1,250,000 tons, the quantity usually exported before the war, to only 250,000 tons, and were only one-seventh of the domestic production. In 1917 the exports were 100,000 long tons, or only 6 per cent. of the quantity marketed. The rock exported went principally to Spain, France, England, Ireland, Scotland, Canada and Cuba.

A notable feature of the year was the increase in production in the Western States, where there are now four producers instead of only one or two, and the output was considerably greater than in any previous year. It is expected that the output from the Rocky Mountain phosphate fields will continue to grow, for the rock is of high grade and abundant, and the demand

for it should increase as the country on the Pacific Slope is developed.

The demand on the United States to supply food not only for herself but for her Allies in larger quantity than ever before means intensive agriculture and the use of great quantities of fertilizers. Phosphate rock should be produced in 1918 in greater quantity than in 1917, and the output may approximate pre-war tonnage.

Gypsum Industry in 1917.

The total quantity of crude gypsum mined in the United States in 1917 was 2,686,226 short tons, a decrease of 61,504 tons from the output of 1916. This decrease was due to the reduction in building operations in the second half of the year. The total value of crude and calcined gypsum produced in the United States, however, was far greater than ever before, amounting to \$10,502,509.

According to the United States Geological Survey, the output of gypsum in 1917 by States was as follows:

GYPSUM PRODUCED AND MARKETED IN THE UNITED STATES IN 1917.		
State.	Total quantity mined, (short tons.)	Total value of crude and calcined gypsum.
California	30,552	\$86,718
Iowa	461,864	1,837,639
Kansas	79,531	424,611
Michigan	375,801	1,549,614
New York	985,296	2,036,829
Ohio	276,338	1,223,301
Oklahoma	158,917	544,129
Texas	257,328	998,262
Wyoming	55,844	197,867
Alaska and other States	400,681	1,255,548
Totals	2,686,226	\$10,502,509

As might be expected, the average price per ton for gypsum and gypsum products shows a large increase over the price in 1916. The average value of land plaster rose from \$2.04 a ton in 1916 to \$2.74 in 1917, of gypsum for retarder in Portland cement from \$1.34 to \$1.65, and of all grades of calcined gypsum from \$3.97 to \$5.55.

Charleston's Plan for Meeting House Shortage.

Charleston, S. C., May 16.—[Special.]—The plans of the Victory Housing Corporation, now organizing with \$300,000 capital to relieve the acute housing shortage here, include the building of new houses and the remodeling of old properties. Charleston has a large number of old family mansions that have become dilapidated and are not in use, but that can be renovated rapidly and made into desirable lodging-houses or apartment-houses. Because of the scarcity of materials, the company feels that it may be wisest in the beginning to devote most of its attention to a program of renovation, which can be done more cheaply and more rapidly than new construction.

It is not expected that Victory Housing Corporation will do more than make a beginning. Indeed, it is intended to be principally an example for other companies and individuals. It is hoped by means of this step to institute a very general movement for construction and repair in Charleston, which will result in caring for thousands of new people who have recently become residents of the city. Charleston's population has increased by about 10,000 recently, and the prospects are for an increase of at least 10,000 more within another year.

The Chamber of Commerce has devoted much attention during the last few years to the problem of caring for the new citizens, and it is believed that in the Victory Housing Corporation a method of solving the difficulty has been found.

To Modernize Jenifer Iron Furnace.

A general modernization of the blast furnace at Jenifer, Ala., has been decided upon by the Central Coal & Iron Co., recently referred to as having purchased the Jenifer Furnace Co. These improvements are outlined in a letter to the MANUFACTURERS RECORD as follows:

The entire property will be modernized and then operated by the Thomas Furnace Co. of Milwaukee, which operates a furnace making low-phosphorous iron. The furnace will be rehabilitated and an additional large hot-blast stove will be erected. A complete electrical equipment, machine shop, etc., will be installed, and an additional washer will be built at the brown iron ore mine. Fifty coke ovens will be added to the battery of 100 at the coal mine.

Mobilizing the Cottonseed Industry for War Purposes.

Washington, D. C., May 20.—[Special.]—The preliminary survey of the cottonseed industry of the South by officials of the United States Food Administration shows that the most harmonious relations have been established between cottonseed men and the Government, according to a statement made to the MANUFACTURERS RECORD correspondent by Dr. George H. Denny of the Cottonseed Division of the Food Administration.

Dr. Denny and his assistant, Mr. Hugh Humphrey, have just returned from a series of conferences with men representing every branch of the cottonseed industry. Meetings were held at New Orleans, Dallas, Oklahoma City and Memphis, the object being to get in touch with the producers, ginners, seed buyers, crushers and such State officials as the State commissioners of agriculture and markets.

These various representatives were met at the several cities in which the conferences were held. The New Orleans gathering was attended by prominent men from Louisiana and Mississippi. The industry in Texas was well represented at the Dallas meeting, while Oklahomans interested in cottonseed constituted the attendance at Oklahoma City. The Memphis meeting was given over to delegates from Northern Mississippi, Arkansas, Southeastern Missouri and Tennessee.

Numerous questions connected with the cottonseed industry were discussed at the conference, and the opinions regarding the best methods of procedure, while extremely varied, were said by Dr. Denny to have been very helpful to all of the factors of the industry, as well as to himself. Elaborate notes were taken at the time, and these will be reduced to a form for suitable study as a guidance to the Food Administration in its efforts to stabilize the industry and prevent profiteering and speculation with the least possible interference with the normal trend of business.

One of the immediate results of the meetings will be a readjustment of the so-called "zoning system," which was the only serious question raised, as in every other respect the existing regulations of the Government are working satisfactorily. Going on the known fact that content of the cottonseed varies with locality, and that, as a general rule, the further West one goes in the cotton belt the less is the amount of oil in the seed, the Food Administration made the Mississippi River the dividing line in the classification imposed by one of its rulings. The important exceptions to this arbitrary line calls for a rezoning, which will shortly be made, in accordance with the content of the seed as shown by proper analyses for the different localities. The Department of Agriculture is now working on the analyses necessary to determine the new zoning. No statement was forthcoming from Dr. Denny as to any other plans contemplated. The period between now and next September, when the new crop comes in, will be ample time in which to formulate any changes that may be deemed advisable in the present governmental supervision of the industry.

The attention of Dr. Denny was called to a published statement by Fielding Wallace of Augusta, Ga., president of the Interstate Cottonseed Crushers' Association, regarding the use of cottonseed flour as human food. Mr. Wallace, in his annual address at the second convention of the association, held at New Orleans on May 14, predicted that cottonseed flour would soon become a household commodity.

Dr. Denny said that the movement to encourage the use of cottonseed flour was progressing, and that the Allison flour made in Texas was already gaining headway, according to information that had come to his notice. Cottonseed flour is too strong to use by itself, but it has been combined with cornmeal with considerable success. "The man who is going to win the prize in this new food," said Dr. Denny, "is the one who can strike a thoroughly satisfactory compound." The flour is made after the oil has been extracted under the ordinary process. Senator Morris Shepherd of Texas told Dr. Denny recently that he had heard that the University of Texas has been using cottonseed flour and that it has been found altogether satisfactory.

The possibility of reversing the present methods of price-fixing, which begin at the ultimate consumer and worked back to the farmer, is one of the points which the Food Administration officials have in mind. Dr. Denny pointed out several difficulties, arising from the nature of the competition experienced at various stages. Cottonseed oil, for example, with other lard substitutes, the meal with other forms of cow feed and of fertilizers,

and the hulls with hay. Linters are not involved at this time, as all linters have been commandeered by the Government at \$4.67 a ton f. o. b. mills. The modern development of the use of hull fiber in ammunition is one of the most rapidly progressive industries of the day, Dr. Denny said.

Dr. Denny, accompanied by Mr. D. H. Pyle, one of the assistants in the Cottonseed Division, leaves Washington this week to complete the itinerary begun in his former trip. A conference will be held at Charlotte on May 23, where representatives of the cottonseed industry from North Carolina and South Carolina will be met. On the following day a meeting at Atlanta will be attended by delegates from Georgia and Florida, and the final meeting, at Birmingham on May 25, will be given over to the cottonseed men of Alabama.

Sulphur, Pyrite and Sulphuric Acid in 1917.

Sulphur was produced in 1917 by eight mines—one in Louisiana, two each in Texas, Nevada and Wyoming, and one in Colorado. To avoid revealing confidential reports precise statistics of the production of domestic sulphur must be withheld, but, according to the United States Geological Survey, the production in 1917 was roughly 50 per cent. greater than in 1916 and the indications point to a still further increase in 1918.

Statistics received from the Bureau of Foreign and Domestic Commerce show that 973 long tons of sulphur were imported into the United States in 1917 and that 152,831 long tons were exported. The imports of sulphur in 1917 were less than 5 per cent. of those in 1916, but the exports were more than 18 per cent. greater than in 1916 and were the largest ever made from this country in a single year. The total value of the sulphur exported in 1917 was \$3,504,661, which would indicate an average value for the sulphur of \$22.93 a ton.

The pyrites industry showed an unsettled condition in 1917, due largely to uncertainty as to whether importation of foreign pyrites would be continued. In spite of this uncertainty, however, the domestic production was about 10 per cent. greater than in 1916. Statistics collected by the Geological Survey show a total production of 462,662 long tons, valued at \$2,487,435. The two States making the largest output were Virginia and California, which together produced nearly 300,000 long tons. The increase in the production in 1917 is due to an increase in the output of established mines rather than to contributions from many new mines. Though the war stimulated production somewhat less than had been expected, work was in progress on many new properties, which will doubtless still further increase the output.

The quantity of pyritic ore imported in 1917 was notably less than that imported in 1916 and was practically the same as that imported during the years preceding the war. The total imports of pyrites in 1917 were 967,340 long tons, valued at \$5,980,457. Of this quantity 214,115 long tons came from deposits in Canada and Newfoundland and 753,225 long tons from deposits in Spain and Portugal. The principal cause of the decline in the imports was the difficulty of obtaining ships to bring ore from Spain. An increase in the imports of pyrites from Canada is expected in 1918, but, on the other hand, a still greater decrease in the imports of ore from Spain is probable.

The quantity of sulphuric acid produced in 1917 was nearly twice as great as that produced in 1913, which may be taken as a normal before-the-war year.

The production of sulphuric acid in 1917, expressed in terms of acid of 50° B., was 5,967,551 short tons, valued at \$71,505,536, to which must be added 759,039 short tons of acids of strengths higher than 66° B. (which cannot be calculated for comparison with acid of 50° B.), valued at \$16,034,545. The increase over 1916 in the production of acid expressed as 50° B. was therefore more than 325,000 short tons in quantity and \$8,800,000 in value, and the increase in the production of stronger acids was more than 315,000 short tons in quantity and \$5,225,000 in value. The value of the total production of sulphuric acid in 1917 was over \$14,000,000 more than in 1916.

The foregoing totals include by-product acid—that is, acid produced at copper and zinc smelters. The production of acid from this source in 1917, expressed as acid of 60° B., was 1,336,206 short tons, valued at \$14,516,104, to which must be added 119,048 short tons of acids of strengths higher than 66° B. (which cannot be calculated as acid of 60° B.), valued at \$2,374,341.

Statistics collected by the Geological Survey show

that 221 plants in 33 States produced sulphuric acid in 1917. Of these, 139 produced acid of 50° B., 66 produced acid of 60° B., 60 produced acid of 66° B., and 28 produced acid of higher strengths. Pennsylvania and New Jersey produced sulphuric acid valued at more than \$10,000,000 each, and Virginia, Maryland, Illinois and Georgia each produced sulphuric acid valued at more than \$5,000,000. The value of the total production of these six States amounted to over \$50,000,000, or considerably more than half of the entire value of the acid produced in the country.

The following quantities and kinds of sulphur ore were used in making sulphuric acid in 1917:

	Sulphur.	Pyrites.	Gold and silver-bearing pyrite and galena.	Copper-bearing sulphides.	Zinc-bearing sulphides.
Domestic	463,354	576,855	17,380	708,502	584,100
Foreign	20,463	880,183	147,531	152,811
Totals	483,817	1,257,138	17,380	856,033	736,911

In the column headed "Pyrites" are tabulated all the sulphide ores used that are not treated further for their content of copper, lead, zinc, gold or silver.

Statistics received from the Bureau of Foreign and Domestic Commerce show that 4,287 short tons of sulphuric acid, valued at \$98,232, was imported into the United States in 1917, and that 31,771 short tons, valued at \$1,600,125, was exported.

Mississippi's Great Strides as a Cattle-Raising State.

Jackson, Miss., May 18.—[Special.]—Mississippi-bred-and-fed steers have broken the record for Southern cattle on the St. Louis market and set a new high mark for cattlemen of this section to aim at.

These steers were fed out at the experiment station of the State Agricultural and Mechanical College, and brought \$17.15 a hundredweight. They averaged 1284 pounds each, bringing an average price of \$202.49 a head.

They were grade animals, being the result of good beef bulls on native cattle. Velvet pod and bean meal formed the chief ingredient of their finishing feed, and as this feed is easily grown anywhere in the State, the profit was thus greatly increased.

Director E. R. Lloyd of the experiment station said:

"These steers were raised right here in Mississippi, and were the result of crossing beef bulls with native cows. While they would have been better for two or three more crosses of blood to give them added quality, the results prove that Mississippi can produce and market just as good cattle as any section in the world."

At the same time these record breakers were put on the market another carload of Mississippi cattle was sold for an average price of \$16.50 a hundred.

Mississippi City Combining Efforts for Industrial and Agricultural Expansion.

GLEN FLEMING, Secretary-Manager South Mississippi Fair, Laurel, Miss.

The city and the business interests have consolidated the work of city building to the extent that they have employed an expert along this line to give all of his time to the getting of industries for the city and to helping the farmers of the county to improve their livestock and do better farming.

Our first move was to build a model creamery. This was built some seven or eight months ago and is now a paying proposition. Then we wanted a model meat-curing plant. This was built, and last fall bought more than \$26,000 worth of meat from the farmers of this section. It will have to be enlarged this year to take care of the hogs. Then we decided that the next most essential industry for our farmers was a canning factory. We went to work trying to locate some real canning factory people here, and just last week succeeded in getting Messrs. Deblieux & Mays, Inc., of New Orleans, to agree to build a \$20,000 up-to-the-minute factory here. This will give us in 12 months three first-class model factories to care for our farmers' produce. We are putting in good hogs, good cows and making good farmers out of what we now have, so, you see, we are doing our bit.

We have built a model fair, with all the trimmings, and it is more than worth while.

Mr. Wilbur A. Nelson, formerly assistant Tennessee Geological Survey, has been elected State Geologist of Tennessee.

All Men Should Be Compelled to Work Regularly—An Idler Is a Slacker.

W. T. McGOWIN, President Toinette Lumber Co., Inc.,
Toinette, Ala.

I regret that Governor Henderson will not authorize the publication of his reply to my letter of the 1st, for it is an interesting document, worthy of the attention of all who are interested in having every man perform his full duty, and while he declined the request for immediate legislative action, he agrees that the question of idleness is a most important one, and that he will write the different sheriffs of the counties, urging a strict enforcement of the present vagrancy law, which is perhaps the next best remedy.

The greater the sentiment, the greater the activity of our officials. It is important, therefore, that we popularize a sentiment against idleness.

There is no agency quite so effective as your editorials in molding opinion or creating a sentiment in the minds of the nation in a broad patriotic fashion by popularizing a campaign against idleness at this critical time.

W. T. McGOWIN.

The letter from Mr. McGowin to Governor Henderson was as follows:

Toinette, Ala., April 1.

Hon. Chas. G. Henderson, Governor,
Montgomery, Ala.:

Dear Governor—There are many reasons why special sessions of the Legislature are objectionable, yet I believe you must agree that there is one matter of such paramount importance as to overcome the objections.

If it was wise for New Jersey to forestall the present tendency to idleness by legislative enactment resulting in having over a thousand loafers to seek employment in one day, then surely Alabama needs relief, and needs it quickly.

If the wasted energy in Alabama was concentrated into one great center and subjected to hydraulic pressure, the explosion would be sufficient to silence the big guns of Europe. Of course, the prevailing conditions here are not unlike those of other States with a relative negro population. It is well known that the higher the wage, the less labor performed, and it is unnecessary to call your attention to the need of labor in the plants, factories and farms, for you are well informed as to this. If you will make a survey regarding the benefits to be obtained from an immediate conservation of this wasted energy you will find that more can be done to strengthen our position in this world conflict by calling the Legislature in special session and enacting a vagrancy law with sufficient teeth in it to put 30,000 idlers to work in the fields and factories than Mr. Hoover can do in the conservation of food already produced, and his accomplishments have been great.

Estimating Alabama's population at 2,500,000, and assuming one-fourth of this number to be men capable of performing some character of service, and with a reasonable estimate of 5 per cent. idle population, would aggregate a grand total of more than 31,000 able-bodied men in Alabama who are not performing services of any kind. I submit that my deductions are not overdrawn, taking into consideration that some work half-time, others not at all.

It would, of course, be folly to suggest to you that what changes could be wrought by forcing these idlers to work. "Go to work or go to jail" is about as important as the purchase of Liberty bonds. It is important to bring home to the idlers, by no means all negroes, that it is not only unpatriotic, but illegal, to be idle.

The busy man will have no objections to such a law, and the idler's wishes should not be considered, as he is a slacker of the deepest cast and the lashes of the law should be applied to him for the duration of the war.

We think it is all right for the National Government to draft into military service the flower of our young manhood, and it is, but, Governor, is it right to allow these young men at the front to bear all the burdens and be subjected to all the hardships and have at home a class of insolent slackers who have never been disturbed nor contributed one iota to the relief of State or nation?

I take it that you are a believer in States' rights, and trust you will consider the wisdom of allowing the State to exercise its rights with regard to this question of drafting for an industrial army; for if you do not, the result will be that the National Government will be forced to saddle this regulation upon us, and in which event the law may not fit as well nor be as comfortable as we could make it fit ourselves.

I am not making this appeal to you in my name alone,

but in the name of other patriotic business men who are chafing under their inability to do more because of the reasons outlined above. May I not have your assurance that this matter will be considered by you.

Very truly yours,

W. T. McGOWIN.

Bituminous Coal Output for Week Ending May 11 Shows Increase.

Continuation of favorable operating conditions, both of transportation and mining, during the week of May 11, states the Geological Survey, are reflected in the production of coal, which gained 2.2 per cent. over the week of May 4 and exceeded slightly the record week of April 27. The total production of bituminous coal in the week of May 11 is estimated at 11,806,000 net tons, compared with 11,554,000 tons the week before.

Preliminary estimates place the week's production of beehive coke at 655,000 net tons, as compared with 647,000 during the week of May 4. The average daily production is estimated at 109,000 net tons, an increase of 1000 net tons per working day over last week.

Anthracite shipments declined from 40,570 carloads during the week ended May 4 to 38,314 carloads during the week of May 11, a decrease of over 5 per cent.

Though the decrease in coal production for the week ended May 4, compared with the week of April 27, was over 2 per cent., whereas the per cent. of full-time capacity as reported by the operators increased about 1 per cent.

This apparent discrepancy is attributable to no other cause than actual decrease in capacity in the week of May 4, due to less regular working by individual men. That is, although the tipples worked more hours in the week, less men were in the mines producing coal. The net result was a decrease in production of 2 per cent. with fewer men in the mines working on an average about 1 per cent. more hours in the week.

Improvement in transportation and better market conditions was reported for the country as a whole, although such improvement was partly offset by shortage of labor.

Repairs to plants effected a material improvement during the week ended May 11 in production of beehive coke. The yard labor situation, however, which limited production during the previous week, failed to record any material improvement.

Operators of by-product coke plants report production during the week ended May 11 at 80.2 per cent. of maximum capacity. The ratio of production to maximum capacity was lower than during the preceding week, and the slight decline is attributed to labor shortage at the Bethlehem steel plant at Northampton and the Cambria steel plant at Johnstown.

Losses attributed to lack of coal declined from 3.7 per cent. to 2.8 per cent., and losses due to repairs to mines and "no market" remained constant, the former at 4.5 per cent. of potential capacity and the latter at 0.3 per cent.

Considerable improvement is reported by Alabama, Kentucky and Maryland operators. Increased production of the operators in the two States first named is attributed to repaired plants, while the cause of the improvement in Maryland was not reported.

Bauxite Produced in the United States in 1917.

The total production of bauxite in 1917, according to statistics compiled by the United States Geological Survey, was 568,890 long tons, of which the Arkansas field produced 506,556 tons and the Georgia-Alabama-Tennessee field 62,134 tons. The imports of bauxite in 1917 amounted to 7700 tons, as compared with 30 tons in 1916. The price of bauxite in 1917 ranged from \$4.75 to \$10 a ton, and the average price was \$5.48 a ton at the shipping point.

Will Mine Kentucky Coal.

Four thousand acres of Kentucky coal land will be mined by the Sullivan Pond Creek Co. of Tralee, W. Va., organized with a capitalization of \$500,000. D. M. Goode of Williamson, W. Va., is the corporation's construction engineer, and W. E. Holloway of Cleveland, O., is its consulting engineer. The officers are: J. C. Sullivan, president and treasurer; J. J. Morrison, vice-president; J. B. Frank, secretary; L. R. Taylor, general superintendent.

Comments, Kicks and Commendations

Rendering Splendid Patriotic Service.

Bishop Theodore S. Henderson, executive officer National War Council of the Methodist Episcopal Church, Washington, D. C.—Permit me to thank you for your cordial letter of recent date and to express my appreciation of the recognition given to my address, delivered at Atlantic City, in the MANUFACTURERS RECORD.

I have been deeply interested in the articles to which your letter refers, and congratulate you and all those associated in the publication of the MANUFACTURERS RECORD in the splendid patriotic service you are rendering the nation in this crisis.

Meeting a Great Responsibility.

Mandel Sener, secretary-manager Chamber of Commerce, Newbern, N. C.—Enclosed please find voucher check for \$5 for renewal of subscription from May 7, 1918, to May 7, 1919.

The MANUFACTURERS RECORD is worth many times its cost. It is doing great service. The front-page creeds are direct in meaning and powerful in influence.

Today international problems and duties overwhelm us. Domestic issues are completely overshadowed for the moment. In bewildering numbers these international problems present themselves to leaders of public opinion, and insist that we Americans hold in our laps the fate of many of their aspirations.

The press has a great responsibility at this time. To analyze, to study, to test events and public utterances by the light of past national policies and human experience constitutes a phenomenon to alarm those who believe that a sound and intelligent public opinion is far more necessary in time of national crisis than at any other time. Judging calmly and guiding the formation of public opinion upon principles and facts is serving the country truly and well.

The time is at hand for concentrating the moral and national power of the land upon the question of organizing our public opinion so as to do our share and play our part in reorganizing the world.

The MANUFACTURERS RECORD is rendering good service, and certainly it must be gaining in influence and public respect.

Facts Should Be Preached From Every Pulpit.

W. W. Taylor & Son, builders' supplies, Georgetown, S. C.—I am glad to see that there is one paper in this land of ours that is not afraid to state facts, and if every newspaper in the country would take the stand that you have taken against Germany and her crimes, and give the facts to the public as they really are, the benefit would be untold. These facts should be preached from every pulpit and in every schoolroom.

I want you to send me at once 100 copies of the Hillis pamphlet and 50 copies each of the Thyssen piece and cover page. I want to send these to my friends and customers. Send invoice for these, and I will mail check. Accept my good wishes for you and your paper in this noble work.

Good Roads and Streets

Bonds to Be Voted.

Boerne, Tex.—Kendall county votes June 15 on issuing \$40,000 bonds for street paving.

Crockett, Tex.—Houston county votes June 12 on \$50,000 bonds for road construction.

Laurel, Miss.—City votes June 3 on issuing \$3000 bonds for street improvements.

Bonds Voted.

Ballinger, Tex.—Runnels county voted \$75,000 bonds for road construction.

Eastland, Tex.—Eastland county voted \$10,000 bonds for road construction.

Knoxville, Tenn.—City will issue \$58,000 bonds for street paving.

Sinton, Tex.—San Patricio county voted \$75,000 bonds for building highway.

Tex., Robert Lee.—Coke county voted \$60,000 bonds for road construction, and will have available \$40,000 additional from State.

Wharton, Tex.—Wharton county will issue \$50,000 bonds for constructing hard-surfaced highways.

Contracts to Be Awarded.

Clarksburg, W. Va.—City contemplates paving to cost \$54,572, curbing to cost \$7640 and accompanying improvements to cost \$46,932.

Griffin, Ga.—Spalding county invites bids until June 1 for constructing 3200-foot concrete highway.

Hampton, Va.—Elizabeth City county invites bids until May 24 for building 3.5-mile concrete road.

Lexington, N. C.—Davidson county plans 29 miles of road improvements.

Magnolia, Miss.—Pike county will expend \$15,000 for road improvements.

Contracts Awarded.

Annapolis, Md.—Anne Arundel county awarded \$58,336 contract for building 1.82 mile concrete highway and concrete bridge.

Newport, Ark.—Jackson county awarded contract for construction of 49-mile gravel road, 16 feet wide.

Richmond, Ky.—Madison county awarded contract for building highway to cost \$16,000.

San Antonio, Tex.—Bexar county awarded \$55,000 contract for 11½ miles of road surfacing.

RAILROADS

SHORT LINES ASK RELIEF.

Want to Be in the Federal Railroad Administration—Special Director Suggested.

The executive committee of the Short Line Railroads of the United States, of which Ben B. Cain, vice-president and general manager of the Gulf, Texas & Western Railway, Dallas, Tex., is chairman, with office at 711 Union Trust Building, Washington, D. C., has addressed a letter to W. G. McAdoo, Director General of Railroads, suggesting the establishment in the Federal Railroad Administration of a division of short lines under the control of a Short Line director. It points out that whatever comfort has been given to railroads has been to the trunk lines, but even this little has been denied to the short lines, while there was some fear that there might be among the trunk line representatives in the railroad administration a spirit of unfriendliness toward the short lines. To illustrate the position of the short lines in the railroad system of the country as a whole the letter makes comparison with the highway system thus:

"The systems of highways in this country reach all of the development that has heretofore taken place and have of necessity always preceded such development. If the various Governmental agencies were at this time to withdraw all support from the maintenance of less important highways and were to place all of the maintenance upon the Lincoln Highway and a few others the ruin that would result to property adjacent to the less important highways is analogous to the ruin that will result to the short lines and the property adjacent to such short lines should the Government deal only with the Pennsylvania and a few of the other important trunk line railroads. The property owner on the less important highways compares to the property owner on the smaller railroads. To him and to the nation this property is relatively as necessary as the property of a man located on the main line of the Pennsylvania or on the main line of the Lincoln Highway when the road was established, as against the bad luck of the man located on the less important highway.

"We cannot conceive, Mr. Director General, of the Government pursuing an unwise course to a ruinous conclusion," etc.

Preceding this extract the letter said that very many of the short line railroads are desperately striving to perform their full duty in transportation, but are being pressed so hard by adverse economic forces that it is with the greatest difficulty that they are able to operate at all; also that a large percentage of their difficulties has been produced by the necessities of the Federal Government—for instance, the very large increase in the cost of coal, the prices of steel and timber, and now the proposed advance in wage cost. It is realized that these things have been necessary and must be carried for the general good, but it is urged that the nation must furnish the strength required by the size of the burden, the ability to carry which is largely impaired by embargoes and priority orders and the disregard of routing instructions. Thus net incomes have diminished in most cases to the vanishing point, securities have tumbled and financing has been made impossible.

The committee represents about 35,000 miles of railroads, with about \$2,000,000,000 invested in the properties. It presents a list of 10 clauses which it suggests that a contract between the Government and the short lines ought to contain.

Teutonic Station Names Must Be Changed.

The Louisiana State Railroad Commission, according to a report from Baton Rouge, has ordered that stations on the railroad of the Louisiana Railway & Navigation Co., which have names of German origin be changed; for instance, Wilhelm is changed to Tunica. Wm. Edenborn, president of this line, was recently arrested, according to a report from New Orleans, for alleged seditious utterances, and it was stated then that he is a native of Prussia.

8000 Cattle Killed and Wasted in a Year.

Jackson, Miss., May 20—[Special].—The Mississippi State Council for Defense has begun a campaign to save livestock by keeping cattle off of railroad tracks. W. H. Smith, vice-president and general chairman, said in

announcing this move that statistics show there were nearly 8000 head of livestock killed on railroads in the State last year, and he felt sure that if the people could be aroused to a realization of the magnitude of this loss they would adopt measures to prevent it. Livestock owners must be made to realize that it is little short of criminal to allow a valuable animal to run at large. The need of food conservation demands that an energetic campaign be waged to prevent this great loss. Not only is the meat lost, but the railroads are compelled to foot the bill, taking revenues which they could use to advantage to improve railroad service. Concerted action will stop this waste.

Federal Rule on Railroad Insurance.

W. G. McAdoo, Director-General of Railroads, has issued a general order announcing that it is desired to extend the instructions recently given concerning fire insurance among the railroads under Government control to other insurance on the lines, excepting only bonds or policies insuring the fidelity of employees handling funds. Therefore, as in the case of fire insurance, the railroads are instructed not to renew expiring insurance of any character covering property in Federal control, or any liability in connection with the operation or use of any such property or liability for property transported or stored by carriers under Federal control, and not to take out any new policies or place any additional or new risks under existing policies of such insurance. However, the companies can present to Mr. McAdoo any special cases calling for exceptional treatment.

Kansas City Southern Annual Figures.

The annual report of the Kansas City Southern Railway for the year ended December 31, 1917, shows gross revenues \$13,547,487.18, increase as compared with 1916, \$2,258,162.75; total operating expenses \$8,205,535.99, increase \$1,422,835.65; net revenue \$5,341,951.19, increase \$835,327.10; operating income after taxes \$4,495,293.69, increase \$569,245.32; ratio of operating expenses to gross revenues 60.57 per cent., increase .49 per cent.; ratio of operating expenses and taxes to gross revenues 66.82 per cent., increase 1.60 per cent. Taxes amounted to \$846,657.50, an increase of \$266,081.78 over 1916. The income balance transferred to profit and loss was \$1,784,142.75, increase \$601,500.94.

Sale Preliminary to Reorganization.

Mobile, Ala., May 20—[Special].—A decree of sale of the Alabama, Tennessee & Northern Railroad was issued today by the United States Court here. The line has been under the receivership of its organizer and former president, John T. Cochrane, for two years. It operates from Mobile to Reform, Ala., a distance of 186 miles, and serves a fertile and well-timbered section. Valuable terminal sites and large harbor frontage are also owned by the company.

"It is a necessary incident to the reorganization," said Mr. Cochrane today, "for I believe it will put the road on a sound financial basis."

Extensions and Branches Absorbed.

At the recent annual meeting of the Chesapeake & Ohio Railway the acquisition of a number of its affiliated lines and branches was approved. They include the following: Kanawha Bridge & Terminal Co., Gauley & Meadow River Railroad, Logan & Southern Railway, Pond Fork Railway, Piney River & Paint Creek Railroad, Elkhorn & Beaver Valley Railway and the Chesapeake & Ohio Northern Railway. This action brings under the general control of the Chesapeake & Ohio Railway Co. itself practically all of its branches and extensions.

Baltimore & Ohio Statement.

The March statement of the Baltimore & Ohio Railroad shows that operating revenue for the month was \$12,007,286, increase as compared with March of last year \$2,314,520; operating income \$678,420, decrease \$476,568. The company's operating revenues from January to March, inclusive, were \$28,515,241, increase as compared with the same period of last year \$384,467; operating income showed a deficit of \$3,430,315, owing to increased expenses and the additional costs resulting from the extreme and prolonged cold weather.

TEXTILES

10,000-Spindle Yarn Mill.

An equipment of 10,000 spindles, for the manufacture of hosiery yarn, will be installed by J. C. Collier, Barnesville, Ga., and associates, recently mentioned as to build a mill. The plant will be located at Piedmont, Ga., by J. C. Collier, D. C. Collier, also of Barnesville, and Floyd S. Corbin of New York.

Sunshine Hosiery Mills.

Four hundred dozen pairs of hose will be the daily capacity of the Murfreesboro (Tenn.) branch plant of the Sunshine Hosiery Mills of Chattanooga. This company has a 150x40-foot building for the new mill and has ordered the equipment of machinery. The latter will include 40 knitting machines with electric power drive, 60 operatives to be employed.

Textile Notes.

An additional plant will be built at Goldsboro, N. C., by the Durham (N. C.) Hosiery Mills.

An increase of capital from \$50,000 to \$200,000 has been announced for the Matoaca (Va.) Cotton Mills.

Mill village developments for the Myrtle Mills of Gastonia, N. C., will be planned by E. S. Draper of Charlotte.

A. R. Hoover, W. W. Flowe and J. F. Goodman, Concord, N. C., have chartered the Hoover Hosiery Mill with \$50,000 capital.

Edward Hall, president of the First State Bank & Trust Co., Bryan, Tex., plans the organization of a \$200,000 company to build a cotton mill.

Mill village improvements for the Mandeville Mills of Carrollton, Ga., will be planned by E. S. Draper of Charlotte, N. C., and J. E. Sirrine of Greenville, S. C.

John M. Jones, president of the Sweetwater (Tenn.) Hosiery Mills, will establish a hosiery knitting mill at Madisonville, Tenn. He has purchased a building, which will be remodeled, and manufacturing will begin with 30 knitting machines.

Men's half-hose will be manufactured by the Wilkes Hosiery Mills, P. W. Eshelman, proprietor, North Wilkesboro, N. C. The plant will be equipped with machinery to include 24 knitters and the electric power drive, all of which has been purchased.

The Ragan Knitting Co., Thomasville, N. C., will establish a hosiery mill and has ordered knitting equipment with electric power drive. This company, recently mentioned as chartered with \$40,000 capital, will expend \$10,000 to remodel a three-story 140x40-foot brick building.

The Brown Hosiery Mill, Burlington, N. C., has been organized to establish plant. Contract has been awarded for erecting a 100x40-foot brick building to cost \$6000 and for the equipment of mill machinery. The latter will include 24 knitters and the electric power drive, all costing \$5000.

The Cotton Movement.

In his report of May 17 Col. Henry G. Hester, secretary of the New Orleans Cotton Exchange, shows that the amount of cotton brought into sight during 290 days of the season was 11,848,612 bales, a decrease under the same period last year of 1,029,872 bales. The exports were 3,582,983 bales, a decrease of 1,299,328 bales. The takings were, by Northern spinners, 2,390,806 bales, a decrease of 183,563 bales; by Southern spinners, 3,671,165 bales, a decrease of 78,964 bales.

\$1,000,000 Coal and Lumber Company.

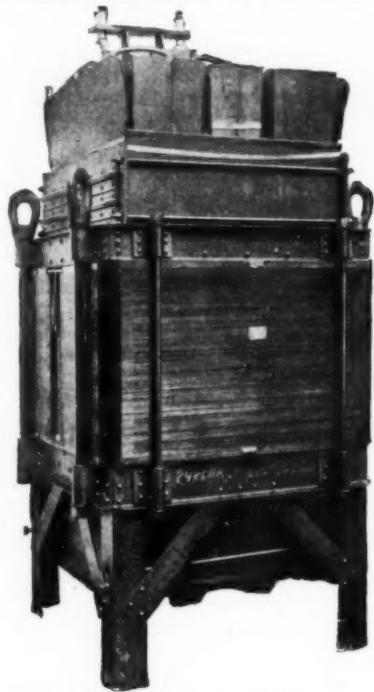
Tennessee coal and timber land will be developed by the Marion Coal & Lumber Co. of Chattanooga. This corporation has been chartered with a capitalization of \$1,000,000 by Herbert E. Lettes, C. L. Remtinger and Clement M. Egner.

It wires the MANUFACTURERS RECORD: A. N. Oakler is president; will develop 20,490 acres of coal and timber land in Marion county, near Sequatchie, Tenn.; have about 40,000,000 feet of hardwood and 10,000,000 feet of pine, poplar and other timber; beginning to cut lumber; install a number of portable mills; coal development will follow engineer's report, now being prepared.

MECHANICAL

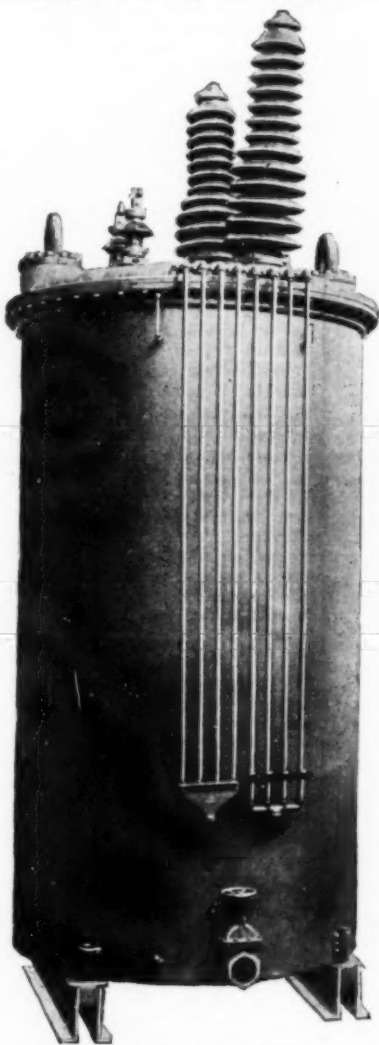
Largest Single-Phase Transformers.

Four of the largest single-phase transformers ever built were recently shipped by the Westinghouse Electric & Manufacturing Co. to a very large and widely-



TRANSFORMER REMOVED FROM TANK.

known manufacturing and hydro-electric power company in the South. These units are rated at 14,000 kva., 60 cycles, and since they have a 25 per cent. over-



TRANSFORMER COMPLETE.

load rating, they are practically 17,500 kva. maximum rated transformers. They will operate at the highest transmission voltage used today, that is, 150,000 volts. These transformer units will form one 42,000 kva.

bank, which, together with a spare unit, will make the preliminary installation to step up the voltage from 13,200, that of the water-wheel generator. Power will be transmitted about 25 miles to an industrial plant, where it will be stepped down by means of a number of 7000 kva. single-phase transformers of similar characteristics, 10 of which have recently been built by the Westinghouse company.

Owing to the large size of the units themselves and the great amount of generating capacity which will ultimately be concentrated behind these transformers and their need to be able to withstand the effects of momentary short circuits, the shell type of transformer, with special end frames and bracing arrangement, was selected. Structural steel for these parts was used throughout, because the strength of the various members can be depended upon to a much greater degree of certainty than with castings. The top and bottom ends of the coils are held against distortion by two heavy steel plates, each reinforced by four lengths of angle iron riveted to them and held together by four heavy tie-rods.

The tanks are made of heavy boiler plate, all seams being welded by means of the oxy-acetylene process. A structural steel base with wheels supports the tank. The high-tension terminals are of the condenser type protected by means of a number of porcelain rain shields to adapt them to outdoor service.

Some idea of the size of these units may be gained from the fact that the height measured 23 feet 6 inches over the high-tension terminals and the units weighed, complete with oil and fittings, around 110,000 pounds.

"Waste Not, Want Not."

An impressive object-lesson showing the results of waste in a large manufacturing plant where thousands of persons are employed is given in the accompanying illustration from a photograph taken at the plant of the Westinghouse Electric & Manufacturing Co., East Pittsburgh, Pa.

To give its employees some idea of the waste of food and other materials every day the company fitted up a storage battery truck as a traveling exhibit. On it was placed a collection of food thrown away, including bread, butter, meats, cakes, crackers, pickles, cheese, fruits, etc., and also a quantity of manufacturing material comprising copper, zinc, lead, mica, rubber, felt, gum, etc., which could be used to advantage if cared for. Above was a sign reading: "Wasted. Food brought from your homes. Material belonging to the company."



ONE DAY'S WASTE IN A BIG FACTORY.

It was estimated that the foodstuffs wasted each day amounted to a sum between \$35 and \$50, the cost of which, of course, is out of the employees' own pockets. On the other hand, the waste of manufacturing materials, amounting to hundreds of dollars' worth a day, is a loss to the company, all of which is mainly owing to thoughtlessness and carelessness of employees.

The loaded truck was driven up and down the shop aisles where the employees could, by looking and observing, form some idea of the aggregate waste in the factory, and thus be influenced to carefulness and saving at a time when everyone ought to spare no effort to prevent waste of all kinds.

To Build \$500,000 Refinery.

An investment of \$500,000 for building an oil refinery is planned by the Chickasha (Okla.) Surety Oil Co., which has been chartered by B. M. Kennedy and A. L. Yowell of Wichita Falls, Tex.

FOREIGN NEEDS

For Trade With Chile.

Armando Morando M., engineer, Casilla 3123, Santiago de Chile.—I export the products of which a list is enclosed. I suggest that correspondence be in Spanish also, and writers should mention the MANUFACTURERS RECORD. I would like to learn if you are in business relations with persons having capital to invest in engineering and other work in Chile, such as: Railways, canals, country roads, buildings, river and harbor improvements, underground and sewage work, opening mines, city trainways, lighting of all kinds, telephonic communication.

I am also placing at service the advantages which my "Agencia de Informaciones Comerciales" offers. That is: To furnish information and particulars in regard to buyers and sellers of Latin America to that of North America and vice versa, to get them together and encourage business in every way.

Manufacturers who wish to exhibit samples can send them with charges paid. Another advantage presented by my agency of information is that of advertising through my own personal review. The advertising will be through my monthly publication and by notices in the leading journals of Chile.

The principal articles I need are: Alimentary products; machinists' tools; fire arms and munitions; gutta percha and leather; bicycles; pumps; shoes; wagons; belting; cutlery; silver tableware; lead; wood; stone; ironware; cloth; agricultural implements; lamps; books; lumber; building material and machinery; hardware; steam boilers; electrical supplies; furniture for homes and offices; paper; writing materials; piano and organs; paints; varnish; chemicals; watches and clocks; iron tubing; automobiles; printing presses and supplies.

I export the following: Nitrate of potash (saltpetre); wood and timber; fruits, natural and preserved; gold, silver, copper, iron, tin, lead and zinc ores; bran and similar stuff; vetch; barley; hides; wax; peas; bone; lentils; wool; bee-hive honey; syrup; potatoes; mustard seed; toys; illustrated postal cards.

Machinery and Manufactures Wanted.

Commercial & Industrial Engineering Co., Bunder Road, Karachi, India.—We have been given your name as one interested in bringing American manufacturers in touch with importers everywhere. We are to develop trade that is sure to come after the close of war and are in a position to import, on our own account, direct or through American merchants in America, heavy machinery such as cotton spinning and weaving plant; bleaching, dyeing and finishing machinery; steam, oil and gas engines; vertical stationary and marine boilers; large steam engines and mill gearing; cotton gins and openers; cotton baling presses; ice and refrigerating machinery; flour mill machinery; direct coupled steam or oil engines with dynamos for private house lighting and factories; machine tools; saw-mill and wood-working machinery; belt making machinery; cotton ropes; asbestos and rubber goods; lubricating oils; grinding wheels; pulleys; blocks and power transmission machinery; pipes; water-works requisites; cement; paint; girders, joists, corrugated sheets; window glass; rails; cars; couplings; rivets; nuts; bolts; machinery for manufacturing varnish; soap; files, etc.

Printing Equipments for India.

Mann & Company, McLeod Road, Karachi, India.—We have an installation of machines for casting types, but are desirous of extending and improving it. We desire to have: Plant for casting types, about 1 ton a day; type cast should not require rubbing or hand dressing on being delivered from machine; plant must include complete battery for producing copper matrices and justifying lathe and gauges; electrically driven machinery of which punches can be made; machinery for making electrically welded chases of various sizes; for cutting out strips of brass from brass sheets and making printing rules of various sorts; wood sawing and planing machines, etc., for making type and other cases; outfit for making electro-blocks; hand planing or shaping machine for steel work; printing presses; chases; composing sticks; wood type; galleys; steel furniture; galleys; perforators; rollers; roller composition; iron and steel quoins; inks; stereotypes and binding machines and accessories; literature pertaining to type casting, printing, stereotyping, electrotyping, etc.

A Letter From Bagdad.

Oscar S. Heizer, American Consular Service, Bagdad, Mesopotamia.—Since the occupation of Bagdad and Mesopotamia by the British Army, and the opening up of communications with the outside world via Bassorah, the local merchants are beginning to look about to make connections in order to replenish their depleted stocks of merchandise. The local British authorities are taking an active interest in developing the country and have a number of projects in hand for introducing more modern methods of farming and irrigation. With a view of bringing to the attention of the persons concerned the advantages of the American market, I would be glad to have your publication on file.

Cement, Hardware, Paints, Tools, Etc.

R. D. Arnalx, Cardenas, Cuba.—I operate in the following lines: Hardware; products of iron and steel; carpenters' supplies of all kinds; tools for mechanics; manufactures of wood; enameled-ware; paints for use on metals; tools for outdoor work; cements; refractory bricks; axle grease and mineral oil; coal; alimentary products in general; conserves.

Construction Department

IN ORDER TO FOLLOW UP

Properly the Construction Department items, please bear in mind the following statements:

EXPLANATORY

The MANUFACTURERS RECORD seeks to verify the items reported in its Construction Department by full investigation. It is often impossible to do this before the item must be printed or else lose its value as news, and in some items it is found advisable to make statements as "reported" or "rumored," and not as positive information. If our readers will note these points they will see the necessity of the discrimination. We are always glad to have our attention called to errors that may occur.

HOW TO ADDRESS

The name of one or more incorporators of a newly incorporated enterprise should always be written on letter addressed to the official headquarters or to the town of the parties sought, as may be shown in the item. Sometimes a communication merely addressed in the corporate or official name of a newly established company or enterprise cannot be delivered by the postmaster. By following these general directions the post-office will generally be enabled to deliver your mail promptly, although it is inevitable that some failure by the postal authorities to deliver mail to new concerns will occur, as our reports are often published before new companies are known and before they have any established office for the receipt of mail.

WRITE PERSONAL LETTERS

In communicating with individuals and firms reported in these columns a letter written specifically about the matter reported will receive better and quicker attention than a circular. In most instances a return postal card or addressed and stamped envelope should be enclosed with letter.

In correspondence relating to information published in this department, it will be of advantage to all concerned if the Manufacturers Record is mentioned.

DAILY BULLETIN

The Daily Bulletin of the Manufacturers Record is published every business day in order to give the earliest possible news about new industrial, commercial, building, railroad and financial enterprises organized in the South and Southwest. It is invaluable to manufacturers, contractors, engineers and all others who want to get in touch at the earliest moment with new undertakings, or the enlargement of established enterprises. The subscription price is \$20.00 per year.

AIRPLANE PLANTS, STATIONS, ETC.

Okl., Muskogee.—Airships.—Liberty Airship Co. organized; D. F. Felton, Pres.; W. H. Steuve, V.-P.; H. K. Herbst, Secy.; John M. Coe, Treas.; manufacture airships especially designed for military purposes.

Va., Alexandria.—Airplanes.—Capt. A. W. Briggs and others will establish airplane factory; leased Pioneer Mills property on river front at foot of Duke St.; ordered machinery.

BRIDGES, CULVERTS, VIADUCTS

Fla., Bartow.—Polk County will construct concrete bridge across Drainage Canal on road being constructed from town of Waverly west across marsh; County Commrs., A. T. Mann, Chmn., receive bids until June 4. (See Machinery Wanted—Bridge Construction.)

Fla., Milton.—Santa Rosa County Commrs., H. W. Thompson, Clerk Circuit Court, will readvertise bids for June letting for bridge across Blackwater River.

Fla., Pensacola.—Escambia County Commrs. will have plans prepared by Scherzer Rolling Lift Bridge Co., Chicago, for bridge across Payton Chico and Bayou Grande.

Ga., Bolton.—Fulton County Commrs., Atlanta, and Cobb County Commrs., Marietta, Ga., will reconstruct Chattahoochee River bridge at Bolton, connecting highway systems of Fulton and Cobb Counties; cost \$26,000; Wm. A. Hansell, Jr., Supt. of Public Works for Fulton County, Atlanta.

La., Shreveport.—City let contract to Fox & Redpath, Kansas City, Mo., to construct Cross Bayou Bridge; cost \$110,000; concrete approaches, vertical lift span, 24-ft. roadway, 5-ft. walks; Engrs., Waddell & Son, Kansas City, Mo., and New York. (Previously noted.)

N. C., Lexington.—Davidson County Road Commrs., Lee V. Phillips, Secy., Room 19, Varner Bldg., will construct wooden truss bridge, 175 ft. in length, across Lick Creek, and 35-ft. span over Raper Creek; plans and specifications may be seen at office of N. S. Mullican, County Highway Engr., Lexington.

Va., Chatham.—Pittsylvania County will construct bridge and approaches to same over White Oak Creek on Dry Fork and Whitwell Road, 1½ mi. west of Dry Fork; County Supvs. receive bids until June 1; R. C. Ambler, Engr., 808 Paxton St., Danville, Va. (See Machinery Wanted—Bridge Construction.)

CANNING AND PACKING PLANTS

Fla., Fort Lauderdale.—James Carnell Co., Little River, Fla., will establish plant to manufacture guava jelly, marmalade, etc.; install equipment in Rodes Bldg. on North Brickell Ave.

Ga., Atlanta.—Conservation Food Mfg. Corp., 128 Marietta St., will install canning machinery. (See Machinery Wanted—Canning Machinery and Supplies.)

Ga., Dawson.—Dawson Canning Co. organized with M. H. Harper, Pres.-Mgr.; J. A. Shields, V.-P.; W. A. Baldwin, Secy.-Treas.; has building; will install machinery.

Miss., Laurel.—Deblieux & Mays Co., 407 S. Peters St., New Orleans, will erect 50x200-ft. canning factory; has own contractor; lumber construction; paper roofing; heavy flooring; cost, without mechanical equipment, \$10,000; electric lighting; install machinery, cost \$10,000; daily capacity 25,000 cans fruits and vegetables; lately noted. (See Machinery Wanted—Canning Machinery.)

Mo., St. Louis.—Louis Maull Co., 8th and Spruce Sts., may install small canning plant in fall. (See Machinery Wanted—Canning Machinery.)

N. C., Raleigh.—State Packing Co., 202 Citizens' Nat'l Bank Bldg., has plans and specifications for buildings; reinforced concrete and brick construction; bids invited; contractors to address C. L. Brooks Engineering Co., Engr., Moultrie, Ga. (Previously noted organized, with J. G. Ball, Pres., to build \$100,000 plant for daily capacity 250 hogs and 30 cattle.)

Tenn., Union City.—Union City Canning Co. increased capital from \$500 to \$30,000.

Tex., Beaumont.—Lions Club, C. L. Rutt, Chmn. Committee, will establish cannery; daily capacity 1000 cans.

CLAYWORKING PLANTS

Tex., Corsicana.—Bricks.—Corsicana Brick Co. increased capital from \$50,000 to \$80,000.

COAL MINES AND COKE OVENS

Ala., Birmingham.—Sloss-Sheffield Steel & Iron Co. is reported to build coke oven plant. (See Iron and Steel Furnaces.)

Ala., Jenifer.—Central Alabama Coal & Iron Co. will add 50 coke ovens to present battery of 100 at coal mine. (See Iron and Steel Plants.)

Ark., Little Rock.—Hartford Valley Coal Corp., capital \$500, chartered; Jas. B. McDonough, Pres.; B. M. Smith, Secy.-Treas.

Ky., Barbourville.—Star Hill Coal Co., capital \$300, incptd. by J. B. Rogers and others.

Ky., Hazard.—Kentucky River Coal Mining Co. increased capital from \$103,000 to \$150,000.

Ky., Kettle Island.—Pickering Branch Coal Co. organized; B. W. Bayless, Pres., Louisville; L. R. Reams, V.-P.; L. A. Nield, Treas., both of Wilton, Ky.; John M. Lock, Secy.-Mgr., Kettle Island; develop 100 acres; capacity not estimated. (Lately noted incptd., \$15,000 capital.)

Ky., Moltus.—Harlan Block Coal Co. increased capital from \$35,000 to \$50,000.

Ky., Mt. Sterling.—Valentine & Oliver Crawford Heirs Co., capital \$10,000, incptd. by Warren Hatton, Wm. Howell and H. H. Hatton.

Ky., Pleasant View.—Estes-Jellico Coal Co. increased capital from \$400 to \$10,000.

Ky., Rodonnel.—Rodonnel Coal Co., capital \$600, incptd. by John A. Emslie and others; advises Manufacturers Record: Will conduct small operation for railroad fuel; no equipment needed.

Ky., Sebree.—W. H. Hunt will develop coal land.

Ky., Shamrock.—Long Branch Coal Co. organized; Wm. Given, Pres.-Treas.; W. K. Evans, V.-P.; Edw. A. Givens, Secy.; develop 218 acres; output not yet estimated.

Ky., Stone.—Sullivan Pond Creek Co. (lately noted incptd., \$500,000 capital), Tralee, W. Va., organized; J. C. Sullivan, Pres.-Treas.; J. J. Morrison, V.-P.; J. B. Frank, Secy.; L. R. Taylor, Gen. Supt.; develop 4000 acres; capacity not yet estimated; Constr. Engr., D. M. Goode, Williamson, W. Va.; Const. Engr., W. E. Holloway, 431 Rockefeller Bldg., Cleveland, Ohio. (See Machinery Wanted—Mining Machinery.)

Ky., Typo.—Crawford Coal Corp., capital \$150,000, chartered by Sam E. Young, W. J. Donaldson and Robt. S. Young.

Ky., Trance Branch.—Gordon Blue Gem Coal Co. incptd. by R. E. Gordon and others.

Okl., Porum.—Driskell Coal Co., capital \$40,000, incptd. by Tom Taylor and others.

Tenn., Chattanooga.—Marion Coal & Lumber Co., capital \$1,000,000, incptd. by Herbert E. Lettes, C. L. Remington and Clement M. Egner.

Tex., Sulphur Springs.—Black Diamond Mine of Sulphur Springs, capital \$10,000, incptd. by D. F. Asheriff, Wm. Pagen, Jr., and Jeff Kelley.

Va., Christiansburg.—Anthracite Coal Corp. chartered; C. C. Mathey, Pres.; F. W. Mathey, Secy.; both of Galena, Ill.

Va., Keokee.—Mohawk Coal Mining Co., Norton, Va. (lately noted incptd., \$50,000 capital); organized with H. P. May, Pres.; Box 501, Norton; J. M. Yeary, V.-P. and Treas.; S. L. Yeary, Secy.; F. C. Clarke, Mgr.; develop above 1000 acres; daily output 150 tons; needs equipment. (See Machinery Wanted—Cars; Engine.)

W. Va., Clarksburg.—Washington Irving Coal Co. (lately noted incptd., \$100,000 capital, by W. I. Booth, C. L. Curry and others) is holding company; acquires 1002 acres at Wolf Summit, near Clarksburg.

W. Va., Corlath.—J. W. P. Somerville and R. S. Wilson of Clarksburg, W. Va., purchased and will develop coal land.

W. Va., Fairmont.—Fairmont By-product Corp. organized; E. B. Moore, Pres.; Frank B. Pryor, V.-P.; O. F. Lough, Secy.-Treas.; build \$5,500,000 by-product plant with daily capacity 2000 tons coal; expend \$750,000 to build dwellings and public utilities for industrial city; has contracted for coke ovens; Greater Fairmont Investment Co. to build these dwellings; Paul & Ford, Architects, Philadelphia, Pa. Entire enterprise under control of Monongahela Valley Traction Co. (Lately noted incptd.)

W. Va., Follansbee.—Fernecliffe Coal Co., capital \$25,000, incptd. by Frank McCue and F. L. Arnold of Washington, Pa.; J. Barnickel of Meadowland, Pa., and others.

W. Va., Kingwood.—Hoffman Coal Mining Co., 515 Widener Bldg., organized; Oscar O. Hoffman, Pres.-Treas.; John Rankin, Secy.-Mgr.; develop 200 acres; daily output 300 tons; purchased machinery, including electric generator and cutting machine. (Lately noted chartered, \$30,000 capital.)

W. Va., St. Marys.—Progressive Oil & Coal Co., capital \$10,000, incptd. by J. M. William-

son of St. Marys, Geo. L. Richmire of Charleston, W. Va., and others.

COTTON COMPRESSES AND GINS

Tenn., Memphis.—D. Winter Warehouse & Compress Co. chartered by D. Winter, J. M. Schrayner, Wm. D. Kyser and others.

Tex., Arlington.—Farmers' Union Gin & Warehouse Co. will erect addition; cost \$15,000.

Tex., Arlington.—Cribb Gin Co. will erect cotton gin to cost \$18,000.

Tex., Franklin.—Carter-Guynes Gin Co., capital \$25,000, incptd. by C. B. Carter, J. Carter and Emily P. Guynes.

COTTONSEED-OIL MILLS

Tex., Yoakum.—Yoakum Cotton Oil Co., increased capital from \$30,000 to \$60,000; plans to build addition to peanut products.

DRAINAGE SYSTEMS

Ark., Blytheville.—Mississippi County Drainage Dist. No. 17, J. L. Russell, Secy., Directors, Pride & Fairley, Engrs., Blytheville, let contracts at \$1,585,511.46 for constructing drainage system; awarded to Otto Kostichsky, C. C. Hawley, Wm. Crumacker, R. B. Gordon and A. V. Willis & Son; clear 5000 acres; construct ditches to drain 145,000 acres; remove 1,000,000 yds. earth in Poinsett County; 55 ditches, laterals and levees; 1 ditch 200 ft. wide, 4 mi. south of Big Lake; contractors to complete work in 30 months. (Lately noted inviting bids.)

Ky., Henderson.—Henderson County Diamond Island Bend Drainage Dist., A. Hatcher, Secy. Commrs., will construct drainage system; include clearing and removal of stumps, timbers, etc.; tile ditches 15 ft. wide; 1080 ft. 30-in. tile drain; 4210 ft. 24-in.; 4445 ft. 20-in.; 8400 ft. 18-in.; 8000 ft. 15-in.; 3300 ft. 14-in.; 7900 ft. 12-in.; 3000 ft. 10-in. and 877 ft. 8-in.; bids until June 4; maps, profiles and specifications on file in County Court Clerk's office. (See Machinery Wanted—Drainage System.)

La., Shreveport.—Commrs. Caddo Levee Dist., W. A. Kerley, Secy., asks bids until May 29 to improve drainage through existing channel ways, from opposite Clyde Place, on Black Bayou, to mouth of Gilmer's Ditch, at Twelve-Mile Bayou, all in Lake Region; 1,000,000 cu. yds. excavation. (See Machinery Wanted—Drainage.)

Mo., Charleston.—Maple Slough Joint Drainage Dist., L. T. Berthe, Dist. Engr., Courthouse, let contract Karr & Conn., 410 Bass Block, Fort Wayne, Ind., at \$100,000 to construct 34½ mi. ditches; total work 875,138 cu. yds. excavation and 614 acres clearing. (Lately noted inviting bids.)

Mo., Allenville.—Little River Drainage Dist., Wm. A. O'Brien, Chief Engr., 410 Himmelferber-Harrison Bldg., Cape Girardeau, Mo., let contract McMillen Contracting Co., Old Colony Bldg., Chicago, at \$100,000 to construct Allenville spillway; 41,300 cu. yds. of excavation, 2700 cu. yds. of concrete, 4750 sq. yds. of 12-in., 4300 sq. yds. of 6-in. concrete slope paving; 2720 sq. yds. of 18-in. rip-rap slope paving, and 1730 cu. yds. of rip-rap; Isham Randolph, Engr., 1827 Continental Bank Bldg., Chicago. (Lately noted inviting bids.)

S. C., Foreston.—Clarendon County Drainage Dist. No. 3, Courtney Campbell, Foreston, interested, will open bids about June 1 on lately-noted drainage construction; one 20 to 25-ft. canal 7 mi. long, and one 8-ft. canal 5 mi. long; drain 8000 acres for agriculture; construction plans include drilling of four 500-ft. 4-in. artesian wells; G. T. Floyd, Engr., Manning, S. C. (See Machinery Wanted—Well Drilling; Drainage; Dredging Machine.)

S. C., Olanta.—Florence County Commrs., Florence, S. C., have plans for drainage district to comprise 5500 acres; main canal to extend from intersection of Barst Creek with Florence and Sumter County line through Florence and Clarendon Counties for ½ mi.; 5 laterals with total length of 6 mi.; will soon invite bids for excavation; machinery for ditching.

Tenn., Jackson.—Drainage Dist. No. 5 (Johnson's Creek), Madison County, let contract to Swamp Dredging Co., Tupelo, Miss., to construct main canal 7.1 mi. long and 800-ft. lateral; open ditch; floating dredge work; cost \$20,000; drains 1400 acres for

farming; F. M. Patton, Engr., Jackson. (Bids lately noted.)

ELECTRIC PLANTS

Fla., Sarasota.—City retained W. H. Ginn, Engr., Sanford, Fla., to appraise old franchise lighting plant, make surveys and prepare plans for improvements; proposes to build power plant to supply electricity for lighting and to operate water-works; also to extend water and sewer systems. (Lately noted as considering erection of electric-light and power plant.)

La., Ville Platte.—City asks bids until June 1 for extensions to electric-light system; cost \$500; 35 K. W. alternator, building and line extensions, motor-driven pump, switchboard and transformer, moving and repairing one Mletz & Weiss engine and G. E. generator; specifications with A. C. Jones, Opelousas, La. (See Machinery Wanted—Electric-light Extensions.)

Md., Baltimore.—City will install electric conduits, wires, etc., in Hollins Market, Hollins St. and Carrollton Ave.; bids until May 29; C. H. Osborne, Inspector of Buildings. (See Machinery Wanted—Electric Conduits.)

Mo., Little Blue.—Green Light & Power Co., Lees Summit, Mo., contemplates extending electric transmission system to Little Blue.

Mo., Kirksville.—Adair County Light, Power & Ice Co. contemplates improvements. Okla., Poteau.—Citizens' Consolidated Power & Electric Co., capital \$25,000, inceptd. by Wiley W. Lowrey, H. J. Fowler and E. S. Hutton.

S. C., Branchville.—Prescott Orr is reported to install electric-light plant.

Tex., Del Rio.—City contemplates installing electric-light plant. Address The Mayor.

Tex., Mercedes.—Mercedes Water, Light & Power Co. contemplates installing 100 H. P. engine and generator; establish 24-hr. service.

Va., Fredericksburg.—State Normal School Board, E. H. Russell, Pres., will build power plant and laundry.

FERTILIZER FACTORIES

Va., Reedville.—Taylor & Reed Co., capital \$250,000, chartered; A. Brooke Taylor, Pres.; John Upton, Secy.; both of Norfolk; L. J. Upton, 1st V.-P.; Norfolk; I. M. Bussells, 2d V.-P.; Fleeton, Va.; Geo. N. Reed, Treas., Reedville; acquires Edward & Reed Co. plant and 2 fishing steamers of Menhaden Oil & Guano Co., Harborton, Va.; catch menhaden fish; manufacture fish oil, fertilizer, etc.; daily capacity, 750,000 to 1,000,000 fish.

FLOUR, FEED AND MEAL MILLS

Ky., Lexington.—Lexington Roller Mills will build addition and equip to manufacture corn products; let construction contract to Combs Lumber Co.

La., New Orleans.—Adler Export Co. advises Manufacturers Record: Plans for buildings not decided; may defer erection of large plant and at present erect only warehouse of 15 or 20 carload capacity. (Lately noted purchasing 160x160-ft. site for factory and warehouse; to manufacture and handle cattle feed.)

Md., Ellicott City.—C. A. Gambrell Mfg. Co. will rebuild flour mill reported burned at \$250,000 loss; main office, 106 Commerce street, Baltimore.

N. C., Goldsboro.—Mutual Milling Co. organized; H. Dixon, Pres.-Treas.; will erect 60x60-ft. fireproof building; cost \$8000; manufacture meal and feed. (Lately noted inceptd., \$25,000 capital.)

N. C., Laurinburg.—Hammond Co. will rebuild flour mill reported burned.

S. C., Kingstree.—Williamsburg Liberty Milling Co., capital \$30,000, chartered; E. C. Burgess, Pres.; A. C. Swails, V.-P.; Geo. A. McElveen, Secy.-Treas.

Tex., Yoakum.—Orth Milling Co. increased capital from \$10,000 to \$15,000.

FOUNDRY AND MACHINE PLANTS

Ala., Jenifer.—Machine Shop.—Central Alabama Coal & Iron Co. will install complete electrical equipment, machine shop, etc. (See Iron and Steel Plants.)

Ark., Warren.—Foundry.—Warren Foundry Co. organized by Horace Hayward and J. F. Anderson.

Ky., Louisville.—Axles.—Schuler Axle Mfg. Co., Jno. J. Kean, Pres., Detroit, Mich., will build plant to manufacture commercial

truck axles and dead rear trucks for trucks and trailers; acquired factory building with 40,000 sq. ft. floor space; has machinery.

Ky., Louisville.—Machinery.—Louisville Machinery Co., capital \$500, inceptd. by R. R. John and E. B. Rolli.

Ky., Owensboro.—Forgings.—Owensboro Forging Co. will rebuild plant reported burned at loss of \$85,000.

Ky., Owensboro.—Mill Machinery.—Anglo-American Mill Co. has plans by C. W. Kimberlin of Owensboro for addition to increase capacity more than 50 per cent.; new building to be of concrete and iron; 2 stories; 110x180 ft.; cost \$50,000. (Lately noted to have increased capital from \$1,000,000 to \$1,250,000.)

La., New Orleans.—Electrical Machinery, etc.—Liberty Mfg. Co. organized with Eph Rosenberg, Pres.; B. B. Hans, Secy.-Treas.; acquired plant at Carrollton Ave. and Oleander St.; will manufacture electrical and foundry machinery, etc.

Md., Baltimore.—Gas Appliances.—Baltimore Gas Appliance & Machine Co., Bayard and Hamburg Sts., purchased site with frontage of 555 ft. on Hamburg St., near Bayard; will erect plant addition.

Mo., St. Louis.—Explosive Shells.—Moon Motor Car Co., 4401 N. Main St., will build \$300,000 plant to manufacture explosive shells; daily capacity 1000; has \$2,000,000 Government contract.

N. C., Charlotte.—Machine Shop.—B. J. Brown will establish machine shop; mainly for electrical repairs; erect building to cost \$3000.

Tex., Fort Worth.—Oil-well Supplies.—Geo. W. Armstrong Co. will enlarge steel plant to manufacture oil-well machinery and supplies; expenditure \$30,000 to \$40,000.

THE OFFICIAL PROPOSAL ADVERTISEMENTS

Appear This Week On Page 88

Notices of bond sales, construction and improvement contracts to be let, equipment and supplies to be purchased, franchises offered, etc., inserted in this department bring bids from the most important bond buyers, investors, financial institutions, contractors, engineers, architects, manufacturers, and supply houses throughout the country.

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The PROPOSAL department goes to press 5 P. M. Tuesday for the issue of the following Thursday. If you cannot mail advertisement in time for any particular issue, please wire copy by day letter.

Send for booklet of testimonial letters from public officials who have used the PROPOSAL department of the Manufacturers Record, for bond sales, construction work, etc.

Tex., Gainesville.—Blacksmith Shop.—C. C. Bosley will construct building; equip for blacksmith shop.

Tex., Houston.—Well Machinery.—Gulf Well Machinery Mfg. Co., capital \$150,000, inceptd. by Prince Baxter, Neill Scroggins and T. F. Smith.

Va., Richmond.—Castings and Filings.—American Locomotive Co. will erect addition; concrete, steel and stucco; install equipment to manufacture castings and filings.

GAS AND OIL ENTERPRISES

Ala., Pell City.—United Oil Co., capital \$40,000, inceptd. by McLane Tilton, Jr., J. Fall Roberson and Pat Roberson.

Ky., Carlisle.—Carlisle Oil Development Co., capital \$15,000, inceptd. by W. F. Tune and others.

Ky., Jackson.—Big Six Oil Co. inceptd. by Lewis Hays, Jr., A. M. Sutton, Roy Williams and others.

Ky., Lexington.—Big Sinking Oil Co., capital \$50,000, inceptd. by N. E. Canfield of Los Angeles, Cal.; W. E. Caskey and S. S. Yantis, both of Lexington.

Ky., Lexington.—Day Oil Co., capital \$300,000, inceptd. by J. W. Day and others.

Ky., Louisville.—Woolfolk Oil Co., capital \$50,000, inceptd. by J. A. Woolfolk and others.

Ky., Louisville.—Jeffersonville Co-Operative Oil Co., capital \$300,000, inceptd. by W. D. Dearing, A. E. Scott, Eugene Hubbard and others.

Ky., Mt. Sterling.—Montgomery Oil Co., capital \$40,000, organized; J. Clay Cooper, Pres.; W. Hoffman Wood, V.-P.; John W. Eastin, Secy.; owns 125-acre lease in Lee County.

Ky., Winchester.—Nitro Oil & Gas Co., capital \$30,000, inceptd. by O. P. Clark and others.

Ky., Winchester.—Local Oil & Gas Co., capital \$100,000, inceptd. by B. A. Crutcher and others.

La., Shreveport.—Democratic Oil Co., capital \$60,000, inceptd.; Thos. O. Harris, Pres.; H. C. Rogers, V.-P.; J. A. Cason, Secy.-Treas.

Okla., Alma.—Alma Mid-West Oil & Gas Co., capital \$100,000, inceptd. by Jas. Hynd, Sidney J. Miller and A. S. Moore.

Okla., Butler.—Garber Central Oil & Gas Co., capital \$300,000, inceptd. by Paul Zobisch of Butler, R. B. Strong of Arapahoe, Okla., and others.

Okla., Chickasha.—Oil Refinery.—Chickasha Surety Oil Refining Co., capital \$500,000, inceptd. by B. M. Kennedy and A. L. Yowell of Wichita Falls, Tex.

Okla., Chickasha.—Central Producers Oil Co., capital \$1,000,000, organized; Pres., Jno. S. Graham, Enid, Okla.; Secy., Ed. Sheegog; Treas., F. L. Slusher; both of Chickasha.

Okla., Enid.—Grady-Garber Oil Co., capital \$200,000, inceptd. by Gerald Bednar of Chickasha, Okla.; J. W. Ramsey and J. H. Adair of Alex, Okla.

Okla., Enid.—Garfield-Garber Oil & Gas Co., capital \$250,000, inceptd. by J. C. McKnight of Enid, J. T. Hinds of Dill, Okla., and A. B. Cook of Rockym, Okla.

Okla., Fort Cobb.—Phillips Development Co., \$100,000 capital, inceptd. by A. B. Brown, J. F. Butler, both of Carnegie, Okla., and Newt. Dickinson of Fort Cobb.

Okla., McAlester.—Dossards Oil Co., capital \$100,000, inceptd. by Geo. C. Howard, A. U. Thomas and C. C. Doss.

Tex., Fort Worth.—Texaco Oil & Gas Co., capital \$30,000, inceptd. by A. G. Butler and others.

Tex., Glazier.—Hamilton Oil Co. of Texas, capital \$10,000, inceptd. by Walter Herring, E. C. Gray and Jos. Kreis.

Tex., Hillsboro.—Oil Refinery.—Victor Oil, Gas & Refining Assn., capital \$500,000, organized with M. A. Cooper, Pres., Childress; E. G. Kemper, V.-P., Ennis, Tex.; G. R. Cooper, Gen. Mgr., Shreveport, La.; controls properties in Burk Burnett fields in Texas and Caddo fields in Louisiana.

Tex., Weatherford.—Oil-service Station.—Magnolia Oil Co. will erect service station at Elm and Dort Worth Sts.; cost \$4000.

Tex., Vernon.—Vernon-Electra Oil Co., capital \$16,000, inceptd. by Luther Webb, A. H. Murchison and L. G. Hawkins.

Va., Montauk.—Gas Holders.—Bureau of Yards and Docks, Navy Department, Washington, D. C., will construct foundations for gas holders at Montauk, Rockaway and Hampton Roads; cost \$24,000; bids until May 27; for further information address Chief of Bureau.

W. Va., St. Marys.—Progressive Oil & Coal Co., capital \$10,000, inceptd. by J. M. Williamson of St. Marys, Geo. L. Richmire of Charleston, W. Va., and others.

HYDRO-ELECTRIC PLANTS

Va., Pearisburg.—Giles Power Co., capital \$50,000, inceptd.; Bernard Mason, Pres.; I. C. Hale, Secy. and Mgr.; construct plant, cost \$30,000; 15 ml. transmission; connect Pearisburg, Narrows and Glenlyn; local construction; all equipment purchased.

ICE AND COLD-STORAGE PLANTS

Ark., Searcy.—Mr. Hugler of Newport and Cotton Plant, Ark., purchased and will rebuild Searcy Oil & Ice Co.'s ice factory previously reported burned at loss of \$25,000.

Ga., Cuthbert.—Cuthbert Ice Co. plans to install cold-storage plant.

Mo., South St. Joseph.—St. Joseph Warehouse & Cold Storage Co., J. O. Barkley, Pres., let contract to Lehr Construction Co., 1712 Frederick Ave., St. Joseph, to erect 60x200-ft. 4-story reinforced concrete building; cost \$100,000; install ice machinery and coils; cost \$50,000; purchased machinery; H. R. Worsley, Engr.-Archit., 301 Fleeman St., St. Joseph. (Additional facts lately noted under Mo., St. Joseph.)

Va., Richmond.—Swift & Co. (main office, Chicago) will erect addition to cold-storage plant; 3 stories and basement; cost \$22,500.

IRON AND STEEL PLANTS

Ala., Birmingham.—Iron Furnaces, etc.—Sloss-Sheffield Steel & Iron Co., J. W. McQueen, Pres., Birmingham, and 74 Broadway, New York, is reported to invest several million dollars to modernize iron furnaces, build coke oven plant, etc.; Pres. McQueen advises Manufacturers Record: No statement now ready for publication.

Ala., Jenifer.—Iron Furnace.—Central Alabama Coal & Iron Co. advises Manufacturers Record: Rehabilitate Jenifer blast furnace; improvements to include erection of additional large hot blast stove; install complete electrical equipment, machine shop, etc.; build additional washer at brown-ore mines adjoining furnace; add 50 coke ovens to present battery of 100 at coal mine; modernize entire plant; operation by Thomas Furnace Co. (Central corporation noted in April as purchasing Jenifer Furnace Co.)

Ky., Grand Rivers.—Iron Furnace.—Suwanee Iron Co., D. I. Miller, Asst. Mgr., will soon complete No. 2 furnace repairs; expect to blow in by June 15; daily output 90 tons iron.

LAND DEVELOPMENTS

Fla., Bartow.—Myrtle Lake Farms Co. chartered; capital \$150,000; Lycurgus Burus, Pres.; E. E. Frederick, V.-P.; J. H. Elder, Secy.-Treas.

Fla., Milton.—Escobanos Plantation organized with C. W. Cobb (Cash First Nat'l Bank) Pres.; purchased 3000 acres around Escobanos Point; will clear and cultivate for farming.

Fla., Oldsmar.—Oldsmar Development Co. chartered; capital \$10,000; Edgar T. Tower, Pres.; Ernest M. Brogren, V.-P.; Henry W. Kardell, Secy.-Treas.

Fla., Sarasota.—Sarasota Beach Co., capital \$30,000, inceptd.; W. L. Ashby, Pres.; L. E. Poter, V.-P.; J. H. Faubel, Secy.; W. L. Ashby, Treas.

Ga., Carrollton.—Mandeville Mills retained E. S. Draper, 506 Trust Bldg., Charlotte, N. C., to act jointly with J. E. Sirrine, Mill Engr.-Arch't., Greenville, S. C., in planning mill-village improvements.

N. C., Gastonia.—Myrtle Mills engaged E. S. Draper, 506 Trust Bldg., Charlotte, N. C., to plan mill-village development.

Tenn., Nashville.—L. A. Bowers will improve 22 acres for home; pavilion, arbors, macadam driveway, orchard and ornamental planting; E. Burton Cooke, landscape architect, Atlanta, Ga., Atlanta Trust Bldg.

Tenn., Nashville.—J. A. Hitchcock will improve six acres; driveways, lattice, tea house and ornamental planting; E. Burton Cooke, landscape architect, Atlanta Trust Bldg., Atlanta, Ga.

Tex., Houston.—Bayview Land Co., capital \$16,000, ineptd. by Henry Henke, J. F. Meyer and H. Hamton.

Tex., Houston.—Liberty Heights Land Co., capital \$40,000, ineptd. by L. E. Norton and others.

Tex., Palacios.—Palacios Townsite Co. organized; H. B. Farwell, Pres.; J. F. Barnett, Secy.-Treas.; P. F. Campbell, Sales Mgr.; develop 750 town lots. (Lately noted ineptd., \$10,000 capital.)

Va., Bristol.—Harry M. Daniel will improve 20 acres for country home; driveways, concrete bridge, orchards, lattice and arbors, ornamental planting, etc.; landscape plans by E. Burton Cooke, Atlanta Trust Bldg., Atlanta, Ga.

Va., Richmond.—West Land Corp., R. F. D. No. 3, chartered with \$15,000 capital; J. J. West, Pres.; J. W. Tiller, Secy.

LUMBER MANUFACTURING

Ark., Urtiana.—Junction City Lumber Co. will rebuild saw mill reported burned at \$10,000 loss.

Fla., Ocala.—Welch-Todd Lumber Co. chartered; capital \$25,000; David A. Welch, Pres.; A. M. Todd, V.-P.; R. H. Todd, Secy.-Treas.

Fla., Palatka.—Sorles Brothers & Slaughter will enlarge sawmill.

Fla., Pompano.—Cypress Creek Lumber Co., Fort Lauderdale, Fla., lately noted ineptd., capital \$30,000, will manufacture cypress lumber, lath and shingles; daily capacity 25,000 ft.; install 7-ft. band mill and other equipment; Everglades Engineering Co., Mgr., Fort Lauderdale. See Wood-working Plants. (See Machinery Wanted—Sawmill, etc.)

Ga., Groveland.—Watson-Flandreux Lumber Co. will rebuild sawmill and dry kiln reported burned at loss of \$13,000, including 100,000 ft. lumber.

La., Alexandria.—Liberty Lumber Co., capital \$10,000, ineptd. by Asa O. Davis, Horace H. White and John H. Edwards.

La., Cedar Grove.—Ferd Brenner Co., of Alexandria, La., will build hardwood saw mill.

Miss., Hwance.—Meridian Lumber Co., Meridian, Miss., will rebuild lumber mill reported burned at loss of \$15,000.

Miss., Yazoo City.—Yazoo Lumber Co., capital \$10,000, ineptd. by J. B. Webb and others.

S. C., Newberry.—Newberry Lumber Co., capital \$15,000, ineptd. by J. E. Summers, McK. Hutchinson and Geo. W. Summers.

Tenn., Bon Air.—Bon Air Lumber & Mfg. Co., capital \$100,000, ineptd. by A. B. Ransom, S. Cecil Ewing, R. T. Wilson and others.

Tenn., Chattanooga.—Marion Coal & Lumber Co., capital \$1,000,000, ineptd. by Herbert E. Lettes, C. L. Reminger and Clement M. Egner.

Tex., Orange County.—J. L. Baker and others of Plattenville, La., will establish sawmill for manufacture of hardwood lumber; acquired about 50,000,000 ft. cypress gum timber on east side Neches River; also have hardwood timber (estimated at 30,000,000 ft.) on East Beaumont townsite.

METAL-WORKING PLANTS

Ky., Louisville.—Tin Novelty.—Louisville Tin Tag, Novelty & Mfg. Co., capital \$500, ineptd. by W. R. Tischendorf, Henry A. Schwelers and Edward G. Klemm.

Okla., Shawnee.—Bush Nut & Products Co., capital \$10,000, ineptd. by Fred A. Bush, J. A. Deering and G. C. Abernathy.

Tex., Houston.—Reds.—Texas Wood & Metal Bed Co., capital \$300, ineptd. by J. J. Schuler, Louis Smith and Issie Smith.

MINING

Ark., Cushman.—Manganese.—C. M. Fenton of Joplin, Mo., will develop manganese properties.

Ark., Cushman.—Manganese.—Chas. Spangler of Aurora, Mo., will develop manganese mines.

Fla., Croom.—Phosphate.—Seminole Phosphate Mining Co., organized; W. F. Walker, Pres.; produce soft phosphate; daily output 100 tons; increase to 200 tons. (Lately noted ineptd., capital \$60,000.)

Ga., Blue Ridge.—Copper.—Cherokee Mining Co., Spartanburg, S. C., organized; C. B. Willard, Pres.; W. G. Willard, V.-P.; R. E. Boggs, Secy.-Treas.; E. L. Hertzog, Mgr.; plants at Blue Ridge and Copper Hill, Tenn.; daily output, 200 and 500 tons. (In March noted ineptd., \$500 capital.)

Ky., Hopkinsville.—Fluorspar.—Commodore Fluorspar Co., capital \$60,000, ineptd. by Rodman Meacham, Jas. Breathitt, Jr., and E. V. Rawn.

Ky., Marion.—Tennessee Mining Co. increased capital from \$2500 to \$10,000.

Ky., Marion.—Fluorspar.—Standard Spar Mining Co. of America, capital \$500,000, incorporated by J. L. Oxley, Alex. Getz, Frank G. Fox and A. D. Noe. Mr. Oxley wires Manufacturers Record: Develop 113 acres, including leases; install \$20,000 plant for daily capacity 100 tons.

Md., Round Top.—Glass Sand.—Round Top Glass Sand Co., 14 N. Jonathan St., Hagerstown, Md., capital \$75,000, ineptd. by E. Wilbur Bridges and Chas. J. Spaulding of Hagerstown and Chas. Dougherty of New York; build plant to crush glass sand; invest \$20,000 for new machinery.

Mo., Joplin.—Lead and Zinc.—Bankers' Mining Co., I. P. Jones, Pres.-Mgr., 103 Miners' Bank Bldg. (noted in Apr. as to build concentrating plant), will install machinery, cost \$25,000; develops 40 acres; Geo. De Reughem, Constr. Engr., Joplin.

Okla., Guthrie.—Big Ten Mining Co., capital \$50,000, ineptd. by P. E. Dooley, A. R. Wickizer and R. D. Stewart.

Okla., Meeker.—State Central Oil & Mining Co., capital \$50,000, ineptd. by F. H. Wohlfarth, J. C. Blackwelder and B. F. Dawson; all of Drumright, Okla.

Okla., Okmulgee.—Lead and Zinc.—Baxter Jack Mining Co., Room 8, Jackson Bldg., organized; C. J. Colter, Pres.; R. B. Moseley, V.-P.; F. C. Stevens, Secy.-Treas.; develop 80 acres; making tests. Lately noted ineptd., capital \$100,000. (See Machinery Wanted—Mining Machinery.)

Tenn., Copper Hill.—Copper.—Cherokee Mining Co., C. R. Willard, Pres., Spartanburg, S. C., will operate plants at Blue Ridge, Ga., and Copper Hill; 200 and 500 tons capacity. (See Ga., Blue Ridge.)

Tex., Yonkum.—Philip Welhausen, V.-P., Yonkum State Bank interested in plan to develop mineral property; plans installation for daily output 25 to 50 tons. (See Machinery Wanted—Mining Machinery.)

Va., Richmond.—Madison Mining Corp. increased capital from \$150,000 to \$250,000.

Va., Richmond.—Sand and Gravel.—American Sand & Gravel Co., capital \$15,000, ineptd.; C. D. Gray, Pres., Gastonia, N. C.; H. W. Hood, Secy., Richmond.

MISCELLANEOUS CONSTRUCTION

D. C., Washington.—Docks.—Bureau of Yards and Docks, Navy Dept., let contract Clark & Winston Co., 10th and Water Sts. N. W., Washington, at \$6988 to construct docks at Naval Air Station, Anacostia.

Fla., Kissimmee.—Amusement Dock.—Holmes Prather contemplates organizing company to build amusement dock on East Lake; having plans prepared by Alan MacDonough of Arnold & MacDonough, Kissimmee, to include bath house with 40 lockers on first floor and dance pavilion 50x30 ft. on second; building to extend about 600 ft. from shore; spring board, slide, rope, etc.

Fla., Miami.—Dredging.—Bureau of Yards and Docks, Navy Dept., Washington, D. C., let contract Johnson Gifford, 30 E. 42nd St., New York, at \$71,290 to construct pipe tunnel at Navy Yard. (Lately noted inviting bids.)

Ky., Richmond.—Pipe Tunnel.—Bureau of Yards and Docks, Navy Dept., Washington, D. C., let contract Johnson Gifford, 30 E. 42nd St., New York, at \$71,290 to construct pipe tunnel at Navy Yard. (Lately noted inviting bids.)

La., New Orleans.—Industrial Canal.—Port Comms. engaged Goethals Engineering

Co., Geo. W. Goethals, Pres.-Engr., New York, to design and construct steel-concrete locks for industrial canal to connect Lake Pontchartrain with Mississippi River; canal to be 7 mi. long; 150 ft. wide at bottom and 225 to 300 ft. at surface; 26-ft. depth; locks will accommodate vessels up to 600 ft. long; Devereaux O'Reilly, Engr. Dock Board. (Canal cost lately noted estimated at \$2,000,000.)

Tenn., Memphis.—Levee.—Mississippi River Comsn., custom House, will construct 510,000 cu. yds. earthwork in upper St. Francis Levee Dist.; bids until June 13. (See Machinery Wanted—Levee Construction.)

Tex., Fort Worth.—Subway.—Missouri, Kansas & Texas Ry., F. Ringer, Ch. Engr., Dallas, will construct subway at E. Magnolia Ave.

Tex., Houston.—Wharf.—San Jacinto Park Comsn. will construct wharf at San Jacinto Battle Ground; receives bids until May 25; plans and specifications on file with Maurice Hirsch, 814 Scanlan Bldg., Houston. (See Machinery Wanted—Wharf Construction.)

Va., Fredericksburg.—Wharf.—Wm. Ers Lamb will organize company to build wharf.

Va., Portsmouth.—Tunnel and Pump.—Bureau of Yards and Docks, Navy Dept., Washington, D. C., will construct intake tunnel and install circulating pump; cost \$45,000; bids until May 27. (See Machinery Wanted—Tunnel Construction.)

MISCELLANEOUS ENTERPRISES

Ala., Mobile.—Electrical Contracting.—Baerman-Huguenot Electric Co., capital \$15,000, ineptd.; Reub. Baerman, Pres.; Hyman Baerman, V.-P.; E. T. Huguenot, Secy. and Gen. Mgr.

D. C., Washington.—Grain Bins.—Wilkins-Rogers Milling Co., 3261 K St. N. W., let contract Devereux, Spencer & Co., 514 Garrett Bldg., Baltimore, Md., to erect 4 grain bins, each 12½ ft. diam and 65 ft. deep; reinforced concrete construction; reinforced concrete flooring; cost \$25,000.

Fla., Fernandina.—Fishery.—Atlantic Fish & Shrimp Co. chartered; capital \$10,000; L. H. Hirth, Pres.; Albert Hirth, V.-P.; B. B. Brooks, Secy.-Treas.

Fla., Fort Pierce.—Fishery.—Walter Peterson Co., capital \$25,000, ineptd.; Walter Peterson, Pres.; W. A. Turner, V.-P. and Treas.; Helen P. Turner, Secy.

Fla., Sarasota.—Cattle.—Sarasota Cattle Co., capital \$1,000,000, ineptd.; J. H. Lord, Pres.; F. W. Lord, V.-P.; W. Y. Perry, Secy.; J. H. Lord, Treas.

Fla., Tampa.—Fishery.—Matassini Fish Co. chartered; P. F. Licata, Pres.; T. E. Lucas, V.-P.; S. A. Grimaldi, Secy.-Treas.

Ga., Atlanta.—Bridge Construction.—Austin Bros. Bridge Co., capital \$100,000, ineptd. by Geo. L. Austin of Atlanta, Frank E. Austin of Dallas, Tex., and others.

Ga., Savannah.—Laundry.—Star Laundry Co., capital \$25,000, ineptd. by J. B. Pound and Georgia R. Benton.

Ga., Washington.—Stock Farm.—Warren County Stock Farm, capital \$15,000, ineptd. by R. R. Smith, W. R. Latimer and H. N. Bentley.

Ky., Hazard.—Electrical Supplies.—The Electrical Supply & Repair Co., capital \$25,000, ineptd. by C. E. Carlin and others.

Ky., Mt. Sterling.—Tobacco Redrying.—J. P. Taylor Co. will install tobacco and redrying plant to cost \$40,000.

Md., Baltimore.—Grain Elevator, etc.—Baltimore Pearl Hominy Co., Howard and Ostend Sts., let contract Consolidated Engineering Co., Calvert Bldg., Baltimore, to erect 24x26x12-ft. ear-corn-handling elevator and 24x48x56-ft. corn crib at Stockholm and Hanover Sts.; reinforced concrete construction; reinforced concrete flooring; cost \$50,000.

Miss., Biloxi.—Hardware.—Combel Hardware Co., capital \$20,000, ineptd. by U. S. Joachim and others.

Miss., Laurel.—Laundry.—Trustees, South Mississippi Charity Hospital, J. E. Davis, Secy., Hattiesburg, will install laundry equipment; asks bids until June 11, at Pinehurst Hotel, Laurel. (See Machinery Wanted—Laundry Machinery; Hospital Equipment.)

Miss., Vicksburg.—Ferry.—Missouri Transportation Co. will establish ferry to operate between Vicksburg and Delta, La.; citizens of Vicksburg and East Louisiana parishes will construct landings at cost of \$3500.

Mo., St. Louis.—Government Barge Line.—Railroad Administration Board, Washington, D. C., is considering \$17,500,000 expenditure to build and operate steel barges and other

water craft on Mississippi River, between St. Louis and New Orleans, as war measure to relieve railroad congestion.

N. C., Reidsville.—Printing.—Review Company, R. J. Oliver, Secy.-Treas., will erect 22x62-ft. reinforced concrete building; 1 story; cost \$1500; no contract; install present plant. (Lately noted.)

Okla., Enid.—Engineering.—Prosperity Engineering Co., 202 Stephenson Bldg., organized; G. E. Richmond, Pres.-Mgr., Box 140; W. H. Hall, V.-P., 2d floor Beck Bldg.; L. S. Owen, Secy., Box 140. (In April noted ineptd., \$25,000 capital.)

Okla., Oklahoma City.—Mechanical Supplies.—Southwestern Supply Co., capital \$25,000, ineptd. by Earl W. Bentley and others.

S. C., Charleston.—Engineering and Contracting.—Charleston Engineering & Contracting Co. increased capital from \$10,000 to \$50,000.

Tenn., Chattanooga.—Printing.—MacGowan Cooke Printing Co., capital \$10,000, by Jno. E. Bomar, Geo. J. Haley, J. K. Kennedy and others.

Tenn., Chattanooga.—Publishing.—MacGowan-Cooke Publishing Co., capital \$10,000, ineptd. by John E. Bomar and others.

Tenn., Nashville.—Engineering.—Engert Engineering Co., capital \$10,000, ineptd. by Frank W. Engert and others.

Va., Fredericksburg.—Laundry.—State Normal School Board, E. H. Russell, Pres., will build laundry and power-house.

Va., Norfolk.—Hardware.—Geo. V. Dashiell & Son, capital \$25,000, chartered; John Earl White, Pres.; D. A. Dashiell, Secy.

W. Va., Charleston.—Printing.—Gazette Co. is having plans prepared for printing plant and office building to replace building reported burned at loss of \$90,000.

W. Va., Clarksburg.—Electrical.—Home Electrical Co., capital \$10,000, ineptd. by Al Hattenbach, H. F. Gates, W. S. Waters and others, all of Pittsburgh, Pa.

W. Va., Morgantown.—Mining Contracts, etc.—Electrical Equipment Co. organized; Arthur A. Hall, Pres.; Chas. P. Thorn, V.-P.; Lester R. Gahagan, Secy.; Earl F. Hall, Treas.; mining contractors and dealer in supplies. (Lately noted ineptd., \$25,000 capital.)

MISCELLANEOUS FACTORIES

Ark., Little Rock.—Tents and Awnings.—Little Rock Tent & Awning Co. increased capital from \$125,000 to \$250,000.

Fla., Hastings.—Peanut Oil.—Hastings Farmers' Union, R. M. Burt, Secy., is interested in plan to establish peanut-oil mill.

Fla., Tampa.—Cigars.—Havana-Tampa Cigar Co. chartered; capital \$50,000; J. Henry Kruse, Pres.; D. H. Woodberry, Secy.

Ky., Louisville.—Overalls.—Shamrock Overall Mfg. Co. increased capital from \$20,000 to \$50,000.

Ky., Lexington.—Underwear.—Premier Mfg. Co., Adolph Greebel, Pres., increased capital from \$15,000 to \$40,000; manufacture children's underwear; 1200 doz. per week.

Ky., Louisville.—Tobacco.—Bobzien Bros., capital \$30,000, ineptd. by Hugh Bobzien, Harry R. Bobzien and E. A. Converse, Jr.

Ky., Louisville.—Window Shades, etc.—Otis Hidden Co., 324 W. Main St., let contract (in April) to Chas. R. Coats, 117 S. 10th St., to erect 80x150-ft. building for window shade factory and warehouse; plans also by Contr.; 3-story-and-basement brick building; steam heat; electric lighting; electric elevators.

La., New Orleans.—Crackers.—Pelican Cracker Co. will build additional bakery; cost \$150,000.

Md., Cumberland.—Ice Cream.—Imperial Ice Cream Co. will install additional new machinery.

Md., Indian Head.—Nitrates.—War Dept., Washington, D. C., proposes to build plant manufacturing nitrates for naval explosives; appropriation to be \$9,150,000.

Mo., Mexico.—Shoes.—International Shoe Co., care of W. H. Moulton, 15th St. and Washington Ave., St. Louis, will erect factory addition; 3 stories; 54x101 ft.; day labor; cost \$30,000.

Mo., St. Joseph.—Clothing.—Townsend-Deberhelm Clothing Co. will build factory; cost \$125,000.

Mo., St. Louis.—Acid.—Commercial Acid Co., capital \$2500, ineptd. by Jno. F. Queeny, Walter R. Rhemister and Gaston Dubois.

Mo., St. Louis.—Food Products.—Louis Maull Co., 8th and Spruce Sts., will open bids July 20 to erect lately-noted 60x75-ft. 2-

story-and-basement fireproof building; probable contractor, N. Schwieger, 4315 O'Bear Ave., St. Louis; C. P. Wuest, Archt., Wainwright Bldg., St. Louis; manufactures vinegar, pickles, kraut and sauce; may install small canning outfit in fall.

N. C., High Point—Show Cases.—High Point Show Case Works, F. Gurley interested, will not at present rebuild burned plant. (Lately noted to rebuild.)

N. C., Winston-Salem—Creamery.—Forsyth Creamery Co., capital \$100,000, inctpd. by J. T. Harris, B. F. Huntley and R. W. Gorrell.

N. C., Salisbury—Bleaching Powder and Caustic Soda.—Electro Chemical Co. will rebuild bleaching powder and caustic soda plant; reported burned at loss of \$14,000.

Okla., Oklahoma City—Grocers' Sundries.—Russell Jobbers' Mills, W. Main St., let contract Campbell & Price, 611 Majestic Bldg., Oklahoma City, at \$30,000 to erect building; 2 stories; 50x140 ft.; brick and reinforced concrete.

S. C., Columbia—Bakery.—Birmingham's Modern Bakery, E. L. Birmingham, Pres., plans to increase capital from \$1000 to \$10,000.

S. C., Rock Hill—Jewelry.—Joye Jewelry Co., capital \$10,000, inctpd. by C. M. Joye, Pres. Treas.; Louise V. Joye, V.-P. and Secy.

Tex., Dallas—Mattresses.—Tom B. Burnett will rebuild mattress factory reported burned at loss of \$60,000.

Tex., Fort Worth—Peanut Mill.—Golden Rod Mills will erect peanut mill; main plant to be 5 stories, brick; equip for daily capacity 100 tons peanuts; also erect 5-story storage-house and 1-story warehouse.

Tex., Fort Worth—Electric Batteries.—Standard Battery Mfg. Co., capital \$100,000, inctpd. by Solomon Cassel, Sam Greco and Adolph Barberio.

Tex., Fort Worth—Bakery.—War Department, Washington, D. C., authorized installation of bakery and scullery for base hospital at Camp Bowie.

Tex., New Braunfels—Overalls.—American Overall Co., San Antonio, plans to establish branch factory; initial installation 25 machines.

Tex., Waco—Rubber.—McGhee Rubber Co., capital \$75,000, inctpd. by G. S. McGhee, Beulah F. Spruce and L. H. Coleman.

Tex., Yoakum—Peanut Products.—Yoakum Cotton Oil Co. plans to build addition for peanut products; increased capital from \$30,000 to \$60,000.

Va., Alexandria—Spark Plugs.—Express Spark Plug Co. is reported to build factory.

Va., Ivanhoe—Cheese.—Porter's Cross Roads Cheese Factory, H. M. Burnett, Secy.-Mgr., will open bids about June 1 to erect 18x39-ft. building, with additions; cost \$2000; install milk vat, cheese press, steam boiler, etc.; to manufacture cheese. (Lately noted.)

Va., Norfolk—Paper.—Norfolk Rag & Paper Mills chartered; capital \$50,000; Isaac Klaff, Pres.; Isaac Saunders, Secy.

MOTOR CARS, GARAGES, TIRES, ETC.

Ala., Headland—Automobiles.—Adams Auto Co., capital \$3000, inctpd. by W. D. Adams and others.

Ala., Jasper—Automobiles.—C. V. Rainey Auto Co., capital \$2000, inctpd. by C. V. Rainey, C. V. Rainey, Jr., and Mrs. C. V. Rainey.

Ark., Little Rock—Automobiles.—Automotive Service Co., capital \$10,000, inctpd. by F. L. Oilar, Pres.; H. R. Oilar, V.-P.; R. D. Oilar, Secy.-Treas.

Fla., Jacksonville—Automobile Tires.—Kokomo Tire Sales Co., capital \$50,000, inctpd. by Jacob Goldberg, Pres., Deadwood, S. D.; Jos. Goldberg, V.-P.; Sam Goldberg, Secy.-Treas.; both of Jacksonville.

Fla., Dunedin—Automobiles.—Auto Sales Corp. chartered; capital \$10,000; B. C. Skinner, Pres.

Fla., Jacksonville—Garage.—Jacksonville Electric Garage Co. authorized; capital \$15,000; A. B. Conley, Pres.; H. W. Lloyd, V.-P.

Fla., St. Augustine—Garage.—St. John's County Commrs. will erect garage on County Jail site; Obe P. Goode, County Clerk and Auditor, receives bids until June 11; plans and specifications from C. E. Henderson, County Engr.

Ga., Atlanta—Automobile Display.—Arthur Tufts has contract to erect building for exhibit of automobiles and supplies; structure will be 3 stories and basement; brick; cost \$40,000.

La., New Orleans—Erecting Shop.—Piedmont Motors Corp., W. A. Taylor, Pres., Lynchburg, Va., plans to build automobile-erecting shop in New Orleans. (See Va., Lynchburg.)

Md., Baltimore—Garage.—Chesapeake Coal Co., Morton St., near Oliver, let contract to J. J. Walsh & Son, 1533 Maryland Ave., to erect garage for truck storage; brick; 98x16 ft.; composition roof; concrete floor; cost without mechanical equipment \$4000; install heating plant, cost \$650.

Mo., Kansas City—Assembling Plant.—Waco Motor Truck Co., E. F. Reid, Pres., purchased 60-acre site in East Waco on which to build plant for assembling motor trucks and trailers.

N. C., Gastonia—Automobiles.—McNeely Motor Co., capital \$5000, inctpd. by T. B. McNeely and others.

Okla., Tulsa—Garage.—C. C. Cole will erect garage at 723 S. Main St.; brick and concrete; 100x140 ft.; 1 story; steam heat; cost \$20,000.

Okla., Tulsa—Automobile Accessories.—Automobile Accessories Sales Co., capital \$25,000, inctpd. by J. M. Harwell, M. E. Rosenow and A. F. Moss.

S. C., Kingstree—Automobiles.—Kingstree Motor Sales Co., capital \$10,000, inctpd. by C. W. Boswell, W. K. McIntosh and C. J. Thompson.

S. C., Mount Pleasant—Garage.—Mount Pleasant Garage & Repair Co., capital \$5000, inctpd. by L. A. Gullis, G. H. Smith and J. H. Moissner.

Tex., Arlington—Garage.—W. C. Weeks and W. P. and H. M. Thornton will erect garage; 1 story; cost \$15,000.

Tex., Fort Worth—Garage.—Geo. W. Blue's storage garage will be 100x100 ft.; 2-story brick; ordinary construction; Burney & Tiller, owners, let building contract to B. F. & C. M. Davis, Fort Worth; plans by B. G. Leake and Sanguinet & Staats, both of Fort Worth. (Lately noted.)

Tex., Galveston—Garage.—Electric Garage, capital \$4000, inctpd. by E. B. Barnett, W. L. Hefrey and G. A. Erekener.

Tex., Jefferson—Garage.—Jefferson Motor Co., capital \$1800, inctpd. by Wm. Gross, C. W. Langenstein and G. S. McCasland.

Tex., Waco—Automobile Tires.—Roone Tire & Rubber Co., Chippewa Falls, Wis., will build factory for automobile tires and other rubber products; daily capacity 750 tires and 750 tire tubes; Roy E. Lane, Archt., Waco. (In April reported to build plant.)

Tex., Wichita Falls—Tires.—Auto Tire Co. of West Texas increased capital from \$10,000 to \$36,000.

Va., Lynchburg—Automobiles.—Lynchburg Motor Co., capital \$10,000, inctpd. by A. R. Conte, Pres., Madison Heights, Va.; C. A. Shepard, Secy., Lynchburg.

Va., Lynchburg—Automobiles.—Piedmont Motor Corp. inctpd. with \$2,000,000 authorized capital; W. A. Taylor, Pres.; plans to build foundry to manufacture all parts for motor trucks and tractors and for pleasure cars now being built by Piedmont Motor Car Co.; also proposes to construct erecting shop in New Orleans. (Piedmont Motor Car Co. lately noted obtaining new charter and to increase output.)

RAILWAY SHOPS, TERMINALS, ROUNDHOUSES, ETC.

Md., Baltimore—Baltimore & Ohio R. R., H. A. Lane, Chief Engr., Baltimore, will expend \$16,000,000 (under Government direction) for betterments, to include shop facilities, tracks and additional construction to handle increased traffic caused by war.

W. Va., Grafton—Baltimore & Ohio R. R., H. R. Lane, Chief Engr., Baltimore, Md., has let contract to erect 22-stall roundhouse and 100-ft. turntable; cost \$275,000.

ROAD AND STREET WORK

Ark., Newport.—Jackson County Commrs. let contract Gregory Brothers to construct Newport-Grubbs gravel road 40 mi.; width 16 ft.

Ga., Atlanta—City will pave Stewart Ave. from Whitehall St. to Southern Ry., near Glenn St.; in car-track area, granite block or other block pavement; on sides, concrete, vibrated, bituminous concrete on concrete foundations, or other pavement; bids opened May 20; specifications from W. E. Chambers, Purchasing Agent. (See Machinery Wanted—Paving.)

Ga., Griffin.—Spalding County Commrs. of Roads and Revenues, J. E. Wallace, Chrmn., Courthouse, will construct concrete road from city limits of Griffin to railroad cross-

ing at Experiment, Ga.; 220 ft. long; 18 ft. wide; 6 in. thick; stone, cement and sand; bids received until June 1 and opened June 4. (See Machinery Wanted—Road Construction.)

Ky., Richmond.—Madison County Commrs. let contract J. Higgins of Richmond to construct State-Air Road No. 73, B-3, known as Seaford Cane Road; 17,257 cu. yds. excavation; 2854 cu. yds. surfacing; 123 cu. yds. concrete; 334 cu. yds. dry rubble masonry; 75 lbs. reinforcing steel; total cost about \$16,000.

Md., Annapolis.—Anne Arundel County Commrs. let contract at \$58,305.95 to Frank M. Duvall, St. Margarets, Annapolis, to construct 1.82-mi. concrete highway from Annapolis-Baltimore Blvd. to St. Margarets; contract includes concrete bridge over Mill Creek. (Lately noted inviting bids.)

Miss., Ellisville.—City votes June 3 on \$300 bonds to improve streets; H. P. Gough, City Clerk. (Election lately noted held on May 7.)

Miss., Magnolia.—Pike County Commrs. will expend \$15,000 for road improvements.

Miss., Pascagoula.—City contemplates paving principal streets and constructing sewers through main portion of city. Address The Mayor.

N. C., Lenoirville.—City will construct concrete paving on several streets. Address The Mayor.

N. C., Lexington.—Davidson County Road Commrs., Lee V. Phillips, Secy., Room 19, Varner Bldg., contemplates following road work: Grading and surfacing with sand and clay 6 mi., Denton to Handy; grading 10 mi., Abbott's Creek Township; resurfacing 13 mi., top soil, Central Highway; N. S. Mullican, County Highway Engr., Lexington, is preparing plans and profiles.

Tenn., Knoxville.—City Comsn. passed ordinance authorizing \$58,000 bond issue to pave Williams, Emerson, Clark, Caldwell and other streets.

Tex., Austin.—City will pave State St. from Rio Grande St. to city limits with tarvin surface and rap rock foundation; let contract Finley Method Co. of Austin.

Tex., Ballinger.—Runnels County, Precinct No. 1, voted \$75,000 bonds to construct roads. Address County Commrs.

Tex., Boerne.—Kendall County Commrs. ordered election June 15 in Precinct No. 1 to vote on \$40,000 bonds to pave with Tarvin Boerne-San Antonio Road to Kendall-Bexar County line.

Tex., Bonham.—Fannin County is reported to have voted \$70,000 bonds to construct roads. Address County Commrs.

Tex., Coleman.—Coleman County is reported to have voted \$100,000 bonds to construct roads. Address County Commrs.

Tex., Conroe.—Montgomery County is reported to have voted \$100,000 bonds to construct roads. Address County Commrs.

Tex., Crockett.—Houston County, Road Dist. No. 8 (Kennard and Dodson) votes June 12 on \$50,000 bonds to construct roads. Address County Commrs.

Tex., Eastland.—Epsthand County, Mangum Dist., voted \$10,000 bonds to construct roads. Address County Commrs.

Tex., Georgetown.—Williamson County will resurface gravel road from Bartlett to Taylor and constructing gravel road from Taylor to Hutto Road Precinct line; excavation, 14,053 cu. yds.; gravel surfacing, 25,356 cu. yds.; road machine work, 92,075 lin. ft.; concrete, Class A, 530 cu. yds.; concrete paving, 441 cu. yds.; reinforcing steel, 53,721 lbs.; structural steel, 27,410 lbs.; scarifying gravel, 94,675 lin. ft. road; W. W. Jenkins, County Auditor, receives bids until June 12. (See Machinery Wanted—Road Construction.)

Tex., Robert Lee.—Coke County voted \$60,000 bonds to construct roads; \$40,000 additional from State aid. Address County Commissioners. (County Commrs. lately noted as planning bond issue.)

Tex., San Antonio.—Bexar County Commissioners let contract Uvalde Rock Asphalt Co., Beaumont, Tex., at \$19,153 and Chapin-Colglazier Contracting Co., San Antonio, at \$23,370 to surface 1 1/4 mi. of Austin Road; Federal aid; Capt. Chas. T. Harrison, U. S. Supt. of Federal Road Construction, Austin; C. G. Wickline, Bridge Engr. of State Highway Dept., Austin.

Tex., Sinton.—San Patricio County, Precinct No. 3, voted \$75,000 bonds to construct roads. Address G. R. Weir, County Commr.

Tex., Wharton.—Wharton County, W. G. Davis, County Judge, will issue \$60,000 bonds for hard-surface roads.

Va., Hampton.—Elizabeth City County, G. P. Coleman, State Highway Commr., Rich-

mond, asks bids until May 24 to construct 3.5 mi. concrete road from Hampton toward Newport News. (See Machinery Wanted—Road Construction.)

W. Va., Clarksburg.—City contemplates South Chestnut St., paving as follows: 1 mi.; total estimated cost \$54,572; \$7640 being for curbing and \$46,932 for other work. Address The Mayor. (Lately noted.)

W. Va., Hinton.—City will construct sidewalks 6 ft. wide; bids until June 1; W. W. Wickline, Street Commr. (See Machinery Wanted—Paving.)

W. Va., Parkersburg.—City was lately incorrectly noted as to pave South Chestnut St.; city is, however, proceeding with paving construction, amount \$44,000, contractors being C. Kennedy & Son and Graham Bros. of Parkersburg.

Va., Portsmouth.—Norfolk County will construct concrete road from First St., Ocean View, on Willoughby Road, to Hampton Roads Yacht Club; Comsn. of Roads and Bridges for Norfolk County, R. R. Preston, Engr., 392 Commercial Bldg., Portsmouth, receives bids until May 24. (See Machinery Wanted—Road Construction.)

SEWER CONSTRUCTION

Fla., Sarasota.—City retained W. H. Ginn, Engr., Sanford, Fla., to make surveys and prepare plans for extension of sewer system. (See Electric Plants.)

Miss., Hattiesburg.—War Dept., Washington, D. C., will construct sanitary sewer system for Camp Shelby; T. S. Moudy & Co., Confrs., Chattanooga, Tenn.

Miss., Pascagoula.—City contemplates constructing sewers through main portion of city and paving principal streets. Address The Mayor.

Mo., Kansas City.—City let contract T. M. Torson & Sons, Kansas City, at \$17,253 to construct combined storm and sanitary sewers in 73d St. from W. Prospect Pl. to Madison Ave.; 429 ft. reinforced concrete box sewer, 1579 ft. 21-27 1/2-in. vitrified and 450 ft. 36-in. vitrified segmental-block sewer, and 3320 cu. yds. earth trenching.

Mo., Kansas City.—Board Public Works let contract to T. M. Torson & Son, Kansas City, Kan., at \$62,500, to construct third section of Town Fork sewer. (Lately invited bids.)

N. C., Charlotte.—City will lay 6000 additional ft. of sewer mains. Address City Engr. Lea.

N. C., Lenoirville.—City will lay sewer mains. Address The Mayor.

Okla., Geary.—City, H. E. Summers, City Clerk and Supt. Water works, will expend \$30,000 (bonds lately noted voted) on sewer construction; 10, 8, 6 and 4-in. cast-iron mains, also 4-in. laterals; probably open construction bids about June 1; Mackintosh-Walton Co., Engrs., Oklahoma City. (See Machinery Wanted—Sewer and Water-works Materials.)

Okla., Quinton.—City, Sam Box, Mayor, will construct sewers; plans by Gantt & Co., Oklahoma City. (See Water-works.)

S. C., Greenville.—City let contract Municipal Engineering & Construction Co. of Atlanta, Ga., at \$14,346 to construct 7200 ft. sewers on Stall Ave.

Tex., Austin.—City votes June 18 on \$100,000 bonds to construct sewage-disposal plant. M. C. Welborn, City Engr. (Lately noted to vote.)

Tex., Stamford.—City voted \$35,000 bonds to construct sewers; R. L. Penick, Mayor. (Lately noted to vote.)

W. Va., Weston.—State Board of Control has not set date of opening bids to construct sewage-disposal plant at Weston State Hospital; appropriation \$45,000; sedimentation tank, sprinkling filter, disinfecting plant, pumping plant, incinerating plant, 3/4 mi. cast-iron force main and 3/4-mi. sewer; Chas. E. Collins, Const. Engr., Drexel Bldg., Philadelphia, Pa.; survey is completed; plans being prepared. (Lately noted.)

SHIPBUILDING PLANTS

Ala., Mobile.—Concrete Ships.—Emergency Fleet Corp., Washington, D. C., will locate yard (1 of 5 proposed plants) for building concrete ships; \$20,000,000 appropriation asked of Congress for building the 5 plants and a number concrete vessels.

Fla., Pensacola.—Concrete and Wood Vessels.—Pensacola Vessel Construction Corp. organized; F. M. Blount, Pres.; Nat. Kaiser, V.-P.; M. J. Elkan, Secy.-Treas.; build shipyard to construct both wood and concrete vessels up to 200 tons; 7 ways; has site on Bayou Chico.

Ga., Savannah—Concrete Ships.—Concrete Shipbuilding Co., capital \$50,000, inctpd. by Ira Widling of Savannah, H. S. Wells, W. P. Gibly and Jesse Dimmick of New York.

La., New Orleans—Barges.—Bates-Rogers Construction Co., Chicago, contemplates building shipyard to construct 250x38-ft. barges for coal carrying.

Mo., St. Louis—Steel Barges.—Railroad Administration Board, Washington, D. C., is considering \$17,500,000 expenditure to build and operate steel barges and other water craft on Mississippi River, between St. Louis and New Orleans, as war measure to relieve railroad congestion.

N. C., Wilmington—Steel Steamships.—Carolina Shipbuilding Corp. (Superintendent for United States Shipping Board, Emergency Fleet Corp.), 415 Broadway, New York, further advises Manufacturers Record: Lorenzo C. Dilks, Pres.; Edna Johnson, V.-P.; Ralph Starrett, V.-P.; F. A. Winslow, V.-P.; B. M. Fellows, Treas.; F. M. Sanders, Secy.; Jos. Ball, Asst. Treas.; capital stock \$100,000 (all owned by Geo. A. Fuller Co., Fuller Bldg., New York, of which company this is subsidiary); Contract 220 S. C. calls for 12 630 D. W. ton fabricated steel cargo vessels; Alex. McPhee, Supt. Hull Construction; R. L. Harrison, Superintending Engr.; E. S. Armstrong, Fabricating Mgr.; H. M. Ward, Fabricating Engr.; N. C. Cushing, Naval Archt.; E. G. Glass, Asst. Supt.; Albert Crane, Supt. of Buildings. (Additional facts lately noted included organization to build \$3,500,000 plant for constructing steel steamships; the company to invest \$2,000,000 for plant construction and \$1,500,000 for machinery and shop equipment; Government to finance building of shipyard and construction of its vessels. Shops, ways, berths, etc., described in former statement.)

Tex., Aransas Pass—Concrete Barges, etc. Otto P. Kroeger, El Paso, Tex., has plans and specifications for shipyard; build plant to construct concrete barges, tug boats, etc.; construct ways for barges 250 ft. long with 53-ft. beam and 25-ft. draft; plant site on Harbor Island facing Turtle Cove Channel; 700 ft. water front. (Lately noted to establish shipyard for concrete vessels.)

Tex., Aransas Pass—Concrete Barges.—France & Canada Steamship Co., New York, will establish plant to construct concrete barges and probably other vessels; build 2 ways; capacity of 2 barges on each way; barges 212 ft. long; has contract for 10; plant site on Harbor Island; let contract for planning and constructing shipyard to Macdonald Engineering Co., R. P. Durham, V.-P., Chicago

TELEPHONE SYSTEMS

Ky., Deering.—Deering Telephone Co., incorporated by A. B. Johnson and others.

Mo., Plattsburg.—Clinton County Telephone Co. authorized \$6500 bond issue to improve telephone system.

Tenn., Jonesboro.—J. A. Diehl will construct metallic telephone line to Johnson City; has plans and specifications.

Va., Chatham.—Pittsylvania Telephone Co., capital \$2000, inctpd.; W. H. Abbott, Pres.; C. D. Bryant, Secy.-Treas.; both of Spring Garden, Va.

TEXTILE MILLS

Ga., Piedmont—Cotton Yarn.—J. C. Collier and D. C. Collier of Barnesville, Ga., and Floyd S. Corbin of 10 Wall St., New York, will build cotton mill; install 10,000 spindles; spin hosiery yarn. (Under Barnesville, J. C. Collier and Floyd S. Corbin lately noted to build cotton-yarn mill.)

N. C., Burlington—Hosiery.—Brown Hosiery Mills organized; erect 100x40-ft. brick building costing \$6000; has let contract; install 24 knitting machines, electric-power drive, etc., costing \$5000; ordered machinery.

N. C., Concord—Hosiery.—Hoover Hosiery Mill chartered by A. R. Hoover, W. W. Flowe and J. F. Goodman; capital \$50,000.

N. C., Goldsboro—Hosiery.—Durham Hosiery Mills, Durham, N. C., will build additional plant.

N. C., North Wilkesboro—Hosiery.—Wilkes Hosiery Mills, P. W. Eshelman, Propr., will establish plant; leased building; install 24 knitting machines, electric power equipment, etc.; purchased equipment; manufacture men's half hose.

N. C., Thomasville—Hosiery.—Ragan Knitting Co. will establish hosiery mill; expend \$10,000 to remodel 3-story 140x40-ft. brick building; ordered knitting machinery and electric power drive. (Lately noted chartered with \$40,000 capital.)

Tenn., Madisonville—Knit Goods.—John M. Jones, Pres.-Mgr. of Sweetwater Hosiery Mill, Sweetwater, Tenn., will establish knitting mill; acquired buildings and will remodel; later plans to erect brick building; initial equipment 50 machines.

Tenn., Murfreesboro—Hosiery.—Sunshine Hosiery Mills, 211 William St., Chattanooga, will establish branch plant; has 150x40-ft. building; purchased equipment; install 40 knitting machines and electric power drive; daily capacity 400 doz. pairs hose. (Supercedes recent item.)

Tex., Bryan—Cotton Products.—Edw. Hall, Pres., First State Bank & Trust Co., plans organization \$200,000 company to build cotton mill.

Va., Matoaca—Cotton Products.—Matoaca Cotton Mills increased capital from \$50,000 to \$200,000.

WATER-WORKS

Fla., Tampa.—City contemplates laying water mains in Gunby Ave., between Watrous and Dekle Aves.; R. Martin, Engr.

Fla., Sarasota.—City retained W. H. Ginn, Engr., Sanford, Fla., to make surveys and prepare plans for extension of water system. (See Electric Plants.)

Ga., Atlanta.—City contemplates extending 16-in. water main on South Pryor St., from Nassau St. to Ridge Ave., and from Ridge Ave. to city limits; cost \$15,000; W. Z. Smith, Supt. Water-works.

Ky., Versailles.—City, Harry C. Taylor, Mayor, asks bids until June 4 for water plant noted in April: 2 deep-well pumps, 2 power pumps, 2 40 H. P. oil engines, 125 tons 8 and 10-in. cast-iron pipe and specials, laying 4000 ft. 8 and 10-in. cast-iron pipe, construction pumping station and concrete reservoir; Chas. E. Collins, Const. Engr., Drexel Bldg., Philadelphia, Pa. (See Machinery Wanted—Water-works Materials and Construction.)

Mo., Belton.—City will construct dam and lake at Pickering Farm; Henriel, Kent & Lowry Engineering Co., Engr., 222 Commerce Bldg., Kansas City.

Mo., Kansas City.—City, Burton Lowther, Chief Engr. and Supt., will expend \$1,500,000 on water-works improvements; present capacity 40,000,000 gals.; erect pumphouse and concrete reservoir of 10,000,000 gals. capacity; 22,000 ft. 48-in. cast-iron flow line; two 20,000,000-gal. pumps; date for opening construction and machinery bids not set. (In March, noted as having plans prepared for pumping plant at East Bottoms to be duplicate of Turkey Creek plant.)

N. C., Leaksville.—City will lay water mains. Address The Mayor.

Okl., Quinton.—City, Sam Box, Mayor, will expend \$140,000 on water and sewer construction; capacity for 25,000 population; water system, 5-mi. gravity flow; plans by Gantt & Co., Oklahoma City. (Lately noted voting \$88,000 bonds to improve water-works.)

Tex., Abilene.—City Commrs., H. L. Roberts, City Secy., ask bids until June 22 to construct storage reservoir; construction mainly earth dam, capacity 500,000 cu. yds., with spillways, intakes, etc.; W. A. Riney, City Engr. (See Machinery Wanted—Reservoir Construction.)

Tex., Stamford.—City voted \$440,000 bonds for water supply; contemplates constructing dam across Clear Fork of Brazos River and 16-mi. pipe line; R. L. Penick, Mayor. (Lately noted to vote.)

Tex., Fort Worth.—City let contract Westinghouse Church Kerr Co., 20 Church St., New York, at about \$105,000 to construct preliminary treatment works for rapid sand filtration plant having capacity of 10,000,000 gals. per 24 hrs.; consists mainly of construction of chemical house, aeration basin, mixing chamber, 2 sedimentation basins, each having capacity of 1,250,000 gals., pipes, sewer, conduits, etc.; John H. Gregory, Const. and Designing Engr., 170 Broadway, New York; F. J. Von Zuben, City Engr. (Lately noted inviting bids.)

WOODWORKING PLANTS

Ala., Bridgeport—Woodenware.—Bridgeport Woodenware Co., Lea Brothers of Birmingham, Proprs., will double capacity.

Ala., Mobile—Veneer.—Danner Veneer Co., capital \$100,000, inctpd. by A. C. Danner, Mell A. Frazer, Chas. P. Dodge and others.

Fla., Pompano—Laths and Shingles.—Cypress Creek Lumber Co., Fort Lauderdale, Fla., inctpd., capital \$30,000; J. L. Holmberg, Pres.; M. J. McMichals, V.-P.; J. S. Rhine, Secy.; Everglades Engineering Co., Mgr., Fort Lauderdale; erect frame building; in-

stall 7-ft. band mill, edgers, shingle mill, lath mill, power machinery, etc.; manufacture cypress lumber, laths and shingles, 25,000 ft. daily. See Lumber Manufacturing. (See Machinery Wanted—Lath Mill; Shingle Mill; Sawmill; Power Plant.)

Ga., Brunswick—Cross Bars.—Brunswick Cross Arms Co. inctpd. by P. N. Coleman, Leo C. Coleman and Lester Coleman, all of Savannah, Ga.; acquires plant and will succeed Brunswick Mfg. Co.; manufacture cross bars for telephone and telegraph poles.

S. C., North Augusta—Staves, etc.—Excelsior Coopers Co. organized with F. H. Perry, Pres. and Gen. Mgr.; Geo. M. Martin, V.-P. and Supt.; A. G. Hackett, Secy.-Treas.; build plant to manufacture staves, barrel heads, etc. (Lately noted inctpd. with \$5000 capital.)

Tex., Houston—Beds.—Texas Wood & Metal Bed Co., capital \$9000, inctpd. by J. J. Schuler, Louis Smith and Issie Smith.

Tex., Lufkin—Boxes.—Mengel Box Co., Louisville, Ky., purchased veneer plant; plans extensive improvements.

Va., Blackstone—Shooks.—Nottoway Shook Co., capital \$50,000, inctpd.; J. M. Harris, Pres.; E. H. Ward, V.-P. and Mgr.; Benham Morris, Secy., acquires plant to manufacture crate and box shoos; daily capacity 20,000 ft.

Va., Roanoke—Millwork.—W. D. Hardy, 616 Stewart Ave. S. E., will install planing mill for millwork, flooring, ceiling, etc. (See Machinery Wanted—Woodworking Machinery.)

W. Va., Clarksburg—Boxes.—Fuel City Box Co., capital \$50,000, inctpd. by Wm. Rogers, E. R. Rogers, McD. Baker and others; establish box factory.

FIRE DAMAGE

Ala., Anniston.—Southern Manganese Co.'s laboratory.

Ala., Attalla.—Oille Smith's residence on 4th St.

Ark., Urbana.—Junction City Lumber Co.'s sawmill; loss \$40,000.

Fla., Orlando.—Mrs. Minnie R. Goldberg's residence on Lake Ivanhoe.

Ga., Americus.—Seaboard Air Line Ry.'s depot; loss \$50,000 to \$75,000; W. D. Faucett, Chief Engr., Norfolk, Va.

Ga., Groveland.—Watson-Flandreaux Lumber Co.'s saw mill, dry kiln and 100,000 ft. lumber; loss \$13,000.

Ky., Auburn.—A. Maxwell's store; A. A. Milton's store; postoffice; W. O. W. Hall; loss \$40,000.

Ky., Bennettsburg.—W. J. McGee's barn near Bennettsburg; loss \$3500.

BUILDING NEWS

BUILDINGS PROPOSED

APARTMENT-HOUSES

Fla., Miami.—C. H. Ward will erect apartment-house; cost \$4000.

Fla., Oldsmar.—B. B. Baum will erect store and apartment building on Park View Blvd. (See Stores.)

Fla., St. Augustine.—Chas. Haddock will remodel dwelling for apartment-house of 2 suites; alter interior and exterior.

Fla., St. Petersburg.—Mrs. A. J. Wyman has plans by Geo. Feltham, St. Petersburg, for apartment-house; 2 stories; 10 suites; brick veneer; slate coat shingle roof; double floors; cost about \$8500; construction under supervision of M. D. Seaman, agent, who may be addressed. (Lately noted.)

Ga., Atlanta.—Mrs. Lizzie Lewis will erect 2-story apartment-house; cost \$5000.

Ga., Decatur.—Mrs. Margaret Josey will erect apartment-house; 20 rooms.

Md., Baltimore.—Isaac Shapiro, 1035 N. Eutaw St., purchased 3-story dwelling, 2519 Madison Ave., and will convert into 6 apartments.

Md., Cumberland.—Joseph H. Reinhart purchased hotel and will remodel for apartment-house; 50 rooms; first floor for 4 stores.

Md., Hagerstown.—Edward E. Fleming will remodel building at 39-41 S. Potomac St.; upper floors for 3 apartments; R. D. Keller will install marble front on first floor.

Mo., St. Louis.—H. J. Harker has permit to construct 2 concrete foundations for tenements, 5528-34 Berlin St.; cost \$3000.

N. C., Wilmington.—Chesnut & Freeman

Ky., Owensboro.—Owensboro Forging Co.'s plant; loss \$65,000.

La., Plaquemine.—J. Adelman Lemoine's residence.

Md., Annapolis.—Mrs. Joseph M. Worthington's residence near Igleharts.

Md., Ellicott City.—C. A. Gambrell Mfg. Co.'s flour mill; loss \$250,000; main office 106 Commerce St., Baltimore.

Md., Frostburg.—Mrs. Timothy Griffith's warehouse, leased by Milton W. Race; loss \$10,000.

Miss., Hiwasee.—Meridian Lumber Co.'s mill; loss \$15,000; main office, Meridian, Miss.

Miss., Roxie.—C. H. Zab's store; D. C. Wilkinson's postoffice building; E. B. Oglesby's store and warehouse; Dr. Chisholm's office; W. C. Seale's store and warehouse; B. W. Porter's 2 stores.

N. C., Edenton.—Jno. C. Bond's fishhouse.

N. C., Laurinburg.—Hammond & Co.'s flour mill.

N. C., Salisbury.—Electro Chemical Co.'s plant for manufacture of bleaching powder and caustic soda; loss \$14,000.

N. C., Tyrone.—Wilkins & Co.'s store building; loss \$10,000; W. Y. Wilkins, Mgr.; Holly Theater.

Okl., Ada.—Barn at Bird's Mill, owned by city. Address The Mayor.

S. C., Bamberg.—Cotton Oil Co.'s seed house; loss \$10,000.

Tenn., Bristol.—Warehouse of J. R. Delaney and W. T. Sams, loss \$3500; M. F. Hopkins' building, loss \$6000.

Tenn., Memphis.—Clarke-Burke Co.'s warehouse; loss \$10,000 to \$15,000.

Tenn., Memphis.—Alston Boyd Bldg.; loss \$5000; building was being repaired for store by E. J. Pearson, Contr.

Tenn., Nashville.—W. G. Hirsig's country home; loss \$10,000.

Tenn., Sparta.—Robt. Broyles' residence, owned by F. M. Goodwin; Sam Perry's residence; loss \$5000.

Tex., Dallas.—Tom B. Burnett's mattress factory at 300 N. Walton St.; loss \$60,000.

Tex., El Paso.—Hidalgo Theater owned by J. Gibbons; Eureka Theater; Mejia Borja, Mgr.; loss \$15,000.

Tex., Snyder.—W. T. Green's residence.

W. Va., Charleston.—Gazette Company's printing plant and office building; loss \$60,000.

W. Va., Charleston.—Kanawha & Michigan Ry.'s freight depot; loss \$100,000; J. A. Stocker, Chief Engr., Columbus, O.

will erect apartment-house at 4th and Chesnut Sts.

Okl., Tulsa.—A. J. Scherer will erect 2-story frame apartment-house; cost \$4000.

Okl., Tulsa.—S. A. Orcutt will erect \$16,000 apartment-house.

Tex., San Antonio.—John Thomson will erect store and apartment. (See Stores.)

ASSOCIATION AND FRATERNAL

Ga., Atlanta.—National War Work Council, Y. M. C. A., New York, will erect colored hostess-house at Camp Gordon.

La., New Orleans.—Union Labor Temple organized with \$200,000 capital by Jas. Leonard and others; will erect building.

La., New Orleans.—B. P. O. E. will erect annex to Elks' Home under construction by John Thatcher & Son, Park Ave., Brooklyn, N. Y.; 2 stories; provides for doubling of principal dining-room in basement, 4 bowling alleys instead of 2, one-third more space for steel lockers, dining-room for women on second floor, etc.; cost \$75,000; Toledano, Wogan & Bernard, Archts., Title Guarantee Bldg., New Orleans.

S. C., Greenville.—American Red Cross Assn., Washington, D. C., is receiving bids to erect Red Cross nurses' recreation building at Camp Sevier; 1 story; 35x80 ft.; frame; contain library, reading-room and writing-room, kitchen, dining-room, etc.; also erect headquarters building.

Tex., Fort Worth.—Tarrant Lodge No. 92, A. F. & A. M., will erect lodge and store building; 3 stories; 50x80 ft.; brick; cost \$30,000 to \$30,000. Address J. S. Elder, care of Swift & Co., Fort Worth. (Lately noted.)

BANK AND OFFICE

Ark., Little Rock.—Bankers' Trust Co., Geo. W. Donaghey, V.-P., plans to erect 3 or 4 additional stories to building.

Ga., Moultrie.—Commercial Investment Co., R. J. Corbett, Pres., has plans by A. Ten Eyck Brown, Atlanta, for rebuilding bank and office building; 62x92 ft.; 4 stories and basement; reinforced concrete; Barrett tar and gravel roof; hollow tile and reinforced concrete floor construction; cost \$30,000; electric elevator; bids opened May 17. Address owner. (Lately noted.)

La., Longville.—First National Bank of Longville is being organized with \$25,000 capital; S. Arthur Knapp, probable president; has plans by Emile Well, Whitney, Central Bldg., New Orleans, for bank building; 1 story; 25x50 ft.; electric lights; steam heat; cost, including equipment, about \$25,000. (Lately noted.)

Md., Baltimore.—Cumberland Coal Co., Douglas Gorman, Pres., 900 Continental Bldg., has plans by Mottu & White, 322 N. Charles St., Baltimore, for 1½-story brick office building at Carey St. and Ohio Ave.; contractors estimating are: Willard E. Harn Co., Inc., 213 N. Calvert St.; Clarence E. Strubbs, 548 Equitable Bldg.; Thos. L. Jones & Son, 410 W. Saratoga St.; G. Walter Tovell, Eutaw and McCulloch Sts.; all of Baltimore.

Mo., St. Louis.—A. Gilbert & Son will erect addition to office building; cost \$2800.

N. C., Wilmington.—Carolina Shipbuilding Corp., 415 Broadway, New York, will construct 130x88 ft. office building; 22,000 sq. ft. floor space.

Okla., Oklahoma City.—American National Bank has plans by Hawk & Parr, Security Bldg., Oklahoma City, for bank building; 100x25 ft.; 2 stories and basement; reinforced concrete; concrete slab roof; cement floors; bids opened about May 20; construction begins June 10. Address architects.

Okla., Sulphur.—Sulphur Dry Goods Co. will erect office and store building; 100x140 ft.; fireproof; 2 stories; concrete roof and floor; city electric lights; bids opened June 10. Address John Hansen. (See Stores.)

Okla., Yale.—H. Cleveland, J. W. Flint and others have plans by Stewart & Wilderson, Oklahoma City, for office building at 6th and Main Sts.; 25x140 ft.; 3 stories and basement; brick. (Lately noted.)

Tenn., Collinwood.—Wayne County Trust Co. will erect bank and store building; 2 stories; brick; combination roofing; tile and hardwood floors; hot-water heat; electric lights from power plant; cement sidewalks. Address E. H. Steinman.

Tex., Beaumont.—R. C. Miller and others purchased 3-story brick and concrete office building at Pearl and Fannin Sts. and will remodel and erect 3 additional stories; cost \$150,000. (See Hotels.)

Tex., Fort Worth.—Texas State Bank has plans by Sanguinet & Staats, Fort Worth, to erect 2 additional stories to building at 9th and Houston Sts.; 75x95 ft.; composition roof; concrete floors; steam heat; cost \$45,000; elevators, about \$15,000; bids probably opened in 2 or 3 weeks. (Lately noted.)

Tex., Fort Worth.—L. Cohen will erect 2-story brick office and warehouse; cost \$7000.

CHURCHES

Ark., Ashdown.—H. G. Sanderson has plans for brick church building; bids received until June 1.

Fla., West Palm Beach.—Holy Trinity Church will erect building. Address The Pastor.

La., Lucy.—St. John Baptist Church plans to rebuild structure; cost about \$50,000. Address The Pastor.

Md., Baltimore.—Roguel Heights Methodist Episcopal Church, Walnut and Third Aves., will erect building; cost \$5000. Address The Pastor.

Miss., Lula.—Baptist Church, Dr. W. M. Moore, A. H. Perryman and others, Committee, has plans by M. M. Alsop, Clarksdale, Miss., for building; 70x70 ft.; brick; composition roof; frame floors; hot-air heat; electric lights; cost \$12,000; construction possibly by day labor. Address Dr. Moore, Lula. (Lately noted.)

S. C., Greenville.—Associate Reformed Presbyterian Church has plans by H. Olin Jones, Greenville, for building at Hampton Ave. and Hudson St.

Tex., Dallas.—St. John the Baptist Church will erect 3-story brick school; cost \$30,000. Address The Pastor.

Tex., Hebron.—H. R. Lord receives bids until May 25 to erect brick and tile church

building; plans and specifications on application to T. J. Galbraith, Archt., 718 Slaughter Bldg., Dallas.

CITY AND COUNTY

Fla., Miami.—Armory, City Hall and Convention Hall.—Dade County Commissioners are having plans prepared by A. E. Lewis, Miami, for combination armory, city hall and convention hall; seating capacity 2500 to 5000; will vote on \$75,000 bonds. (Lately noted.)

Fla., Orange City.—Community.—City will erect community building, including library, auditorium and clubrooms; 84x75 ft.; hollow tile walls with stucco finish; asbestos shingle roof; wood floors; furnace heat; Francis M. Miller, Archt., De Land, Fla.

Fla., Titusville.—Jail.—County Comms. of Brevard County, S. A. Osteen, Chrmn., receives bids until June 3 to repair iron cells and concrete floor in county jail.

Ky., Covington.—Home.—David Davis, First National Bank Bldg., Cincinnati, prepared plans for juvenile home; 175x50 ft.; 3 stories; stone and brick; bids received about June 13.

La., Shreveport.—Jail.—Police Jury, William Hepting, Secy., Gretna, La., receives bids until June 5 to erect jail.

Md., Baltimore.—Richard Gwinn, City Register, City Hall, receives bids until June 5 for repairs to old Carroll Mansion, Lombard and Front Sts.; drawings and specifications at office C. H. Osborne, Inspector of Buildings. (Lately noted to open bids May 1.)

COURTHOUSES

Tex., Eldorado.—Schleicher County voted \$60,000 bonds to erect courthouse. (Previously noted to have plans by H. B. Thompson, Southwestern Life Bldg., Dallas, for courthouse.)

W. Va., Clarksburg.—Treasury Dept., Jas. A. Wetmore, Act. Supervising Archt., Washington, D. C., opens bids June 12 for remodeling toilet-room, repairs, plumbing, heating, etc., in courthouse, postoffice, etc.; drawings and specifications at office custodian, Clarksburg, and Mr. Wetmore, Washington.

DWELLINGS

Ala., Mobile.—John Henry Hill will erect residence on Government St.; cost \$4000.

Ala., Montgomery.—Samuel Burge will erect 8-room residence near Montgomery; cost \$8000.

Ala., Ramer.—T. J. Rushton, Montgomery, Ala., will erect \$9000 dwelling.

Ark., Little Rock.—D. L. Granberry will erect 2-story residence; cost \$6000.

Ark., Little Rock.—J. C. Simmons, Sawpit, Col., will erect \$15,000 residence.

D. C., Washington.—Foxall Heights Co., 710 14th St., N. W., has plans by Chas. Salin, same address, for residence at 1424 44th St., N. W.; 22x40 ft.; brick; asphalt shingle roof; oak floors; electric lights; cost \$3500; hot water heat, \$450; construction by owner. Address C. C. Lacey, 710 14th St., N. W. (Lately noted.)

Fla., Jacksonville.—H. T. Jones will expend \$2000 to remodel frame dwelling.

Fla., Miami.—F. E. de Muriel has permit to erect frame residence; also 2 frame garages; cost \$2500.

Fla., Miami.—S. J. Thorpe will erect residence; tile roof, etc.; cost \$4000.

Fla., Miami.—Florida Cultivating Co., John D. Shiski, Gen. Mgr., purchased 10,880-acre site in Dade County, on which it will locate colonists; erect residences, farm buildings and warehouse 478 ft.

Fla., Miami.—L. T. Higleyman, Pres., Fidelity Bank & Trust Co., will erect residence on Kathryn Blvd.; concrete and hollow-tile construction

Fla., Miami.—C. E. De Brawere will erect \$3000 residence.

Fla., St. Petersburg.—Henry Cready, McKeesport, Pa., is reported to erect bungalow on South Third St.

Ga., Atlanta.—A. B. Buchi will erect residence; brick veneer; cost \$8500.

Ga., Atlanta.—Ida Richmond will erect 1-story frame dwelling; composition shingle roof; tiled baths; electric lights; cost \$2500; M. F. Morris, Archt., 525 Atlanta National Bank Bldg., Atlanta.

Ga., Atlanta.—Fulton Bag & Cotton Mills have permit to erect 2 hollow-tile dwellings on Fulton Terrace; cost \$11,000 each; also to erect 2 frame dwellings on Fulton Terrace; cost \$6800 each.

Ga., Atlanta.—Mrs. H. Souerby is having plans prepared by M. F. Morris, 525 Atlanta National Bank Bldg., Atlanta, for bungalow; 1½ stories; frame and stucco; composition shingles; tile baths and porch; brick mantels; hot-water heat; cost \$5500 to \$6000.

Ga., Stone Mountain.—Dr. W. T. McCurdy is having plans prepared by M. F. Morris, 525 Atlanta National Bank Bldg., Atlanta, for brick-veneer residence; stone foundation; composition shingles; tile baths and porch; steam heat; plumbing; electric lights; stone and wood mantels; cost \$6500; construction by day labor.

Ky., Louisville.—L. Jacobson will erect 5 dwellings; brick; cost \$5000.

Ky., Louisville.—Consolidated Realty Co. will erect brick-veneer dwelling; cost \$5500.

Md., Baltimore.—United States Shipping Board, J. Rogers Flannery, Director of Housing, 1319 F St., N. W., Washington, D. C., will erect number of dwellings, 5 or 6 rooms; brick; bids received until May 20.

Miss., Belen.—R. W. Alcorn has plans by M. M. Alsop, Clarksdale, Miss., for residence; 60x80 ft.; frame; composition roof; frame floors; hot-water heat; electric lights; day labor. Address owner. (Lately noted.)

Miss., Tribbett.—A. D. Neeley has plans by M. M. Alsop, Clarksdale, Miss., for remodeling residence; 60x50 ft.; composition shingle roof; frame floors; hot-water heat; electric lights; cost \$10,000; day labor. Address owner. (Lately noted.)

Mo., St. Louis.—H. A. Schoknecht will erect two 2-story dwellings; cost \$7000.

Mo., St. Louis.—Helen Martin will erect 2-story dwelling; cost \$4000.

N. C., Oxford.—Sam Parker will erect residence.

N. C., Wilmington.—Victory Home Co. is being organized with \$1,000,000 capital by C. C. Chadbourne and others to erect dwellings for shipyard employees; 5 to 6 rooms; bungalow type; asphalt or composition shingle roofs; cost \$2000 to \$3000 each; construction begins when organization is perfected. (Lately noted.)

N. C., Winston-Salem.—J. D. Long will erect residence in Ardmore; details indefinite.

N. C., Winston-Salem.—Banner Investment Co. will erect 2 bungalows on W. 4th St.

Okla., Chickasha.—Dr. W. H. Idverson will erect dwelling; 2 stories; 9 rooms; exterior finish, stucco.

Okla., Muskogee.—E. K. Brook will erect \$12,000 brick-veneer residence on W. Okmulgee St.

Okla., Muskogee.—W. L. Hoffman, 2712 Elgin St., or Box 867, has plans by Dawson & Bassham, Muskogee, for residence; 2 stories; 7 rooms; 28x46 ft.; concrete, brick and wood; probably slate roof; hardwood floors; hot air heat; cost \$9000; construction by owner. (Lately noted.)

Okla., Norman.—Ira Wheeler and R. E. Clement will erect residence; wood; shingle roof; wood floors; cost \$3500; heating, \$200. Address Mr. Wheeler.

Okla., Tulsa.—M. Rose Fisher will erect residence; cost \$2500.

S. C., Anderson.—Jas. T. Pearson will erect residence.

S. C., Charleston.—Arthur Pregnal will erect residence; 1 story; 5 rooms; frame; tile roof; cost \$2000.

S. C., Charleston.—J. E. Schroeder will erect residence; 2 stories; frame; cost \$2400.

S. C., Charleston.—J. A. Storer will erect residence; 2 stories; tile roof; frame; cost \$3300.

S. C., Florence.—Florence Development Co. Incptd. with \$50,000 capital by J. C. Crowell, G. T. Bryce, C. E. Commander and others; plans to purchase site 177x42 ft., and improve.

S. C., Greenville.—O. P. Mills, Pres., Highland Automobile Co., has plans by H. Olin Jones, Greenville, for residence in Prentiss Ave.; 2 stories.

Tex., El Paso.—Mayfield Building Co. will erect brick residence; cost \$4550.

Tex., Fort Worth.—L. P. Card will erect 1-story frame residence; cost \$3000.

Tex., Fort Worth.—Fort Worth Development Co., Thos. J. Sullivan, Mgr., Reynolds Bldg., will erect number of dwellings.

Tex., San Antonio.—F. Ohler will erect 5-room dwelling; cost \$2000.

Tex., San Antonio.—Wm. T. Lenter will erect 6-room dwelling; cost \$2000.

Tex., San Antonio.—Mrs. Mary Witte will expend \$2000 to remodel residence.

Tex., San Antonio.—J. R. Hodges will erect 8-room dwelling; cost \$5000.

Va., Richmond.—Lassie B. Marshall will erect frame dwelling; cost \$2500.

GOVERNMENT AND STATE

Ark., Little Rock.—Warehouse.—Cantonment Division, War Dept., Washington, D. C., will soon let contract to erect warehouse for signal corps; cost about \$400,000.

D. C., Anacosta.—Experimental Station.—Cantonment Division, War Department, Washington, will soon let contract to erect landing and experimental stations for signal corps; cost about \$125,000; cost plus basis.

D. C., Washington.—Mine Laboratory.—Bureau of Yards and Docks, Navy Department, will erect mine laboratory building at navy-yard; cost \$60,000; bids received until May 20. (Lately noted.)

Fla., Pensacola.—Barracks.—Bureau of Yards and Docks, Navy Dept., Washington, D. C., opened bids to erect barracks for 300 men at Naval Air Station; Austin Co., 1213 H St. N. W., Washington, D. C., is low bidder at \$54,827 for work complete. (Lately noted.)

Ga., Atlanta.—Nurses' Quarters.—Cantonment Division, War Department, Washington, D. C., will erect 4 buildings at hospital at Camp Gordon for nurses' quarters; Capt. H. G. Palmer, Constr. Quartermaster. (See Government and State.)

Ga., Atlanta.—Hostess-house.—National War Work Council, Y. M. C. A., New York, will erect colored hostess-house at Camp Gordon. (See Association and Fraternal.)

Ga., Fort Oglethorpe.—Nurses' Building, etc.—War Department, Washington, D. C., will erect nurses' building near Dodge; 2 stories; 157x87 ft.; also erect psychological building near Camp Greenleaf annex.

Ga., Savannah.—Public Building.—Treasury Department, Jas. A. Wetmore, Acting Supervising Archt., Washington, D. C., receives bids until June 30 to erect U. S. public building.

Miss., Roxie.—Postoffice.—D. C. Wilkinson has plans by Ham B. Nelson, Roxie, for post-office building to replace structure noted damaged by fire; 30x15 ft.; frame; paper roof; ordinary construction; stove; other details not determined.

Miss., Hattiesburg.—Warehouses.—War Department, Washington, D. C., will erect 3 warehouses at Camp Shelby; construct doors and walls of wood for tents at rifle range; also plans to erect 13 additional warehouses.

Mo., Jefferson Barracks (P. O. St. Louis).—Barracks.—Cantonment Division, War Department, Washington, D. C., will soon let contract to erect addition to hospital barracks. (See Hospitals.)

S. C., Greenville.—Recreation Building.—American Red Cross Assn., Washington, D. C., is receiving bids to erect Red Cross nurses recreation building at Camp Sevier. (See Association and Fraternal.)

Va., Hampton Roads.—Mechanics' School.—Bureau of Yards and Docks, Navy Dept., Washington, D. C., opened bids to erect mechanics' school; W. T. Hallow, Jacksonville, Fla., is low bidder at \$12,082 for work complete. (Lately noted.)

Va., St. Juliens Creek.—Administration Building.—Bureau of Yards and Docks, Navy Department, Washington, D. C., is having plans prepared for administration building; cost \$16,000; specification No. 3022.

W. Va., Clarksburg.—Postoffice, Courthouse, etc.—Treasury Dept., Jas. A. Wetmore, Act. Supervising Archt., Washington, receives bids until June 12 for remodeling toilet-room, repairs, plumbing, heating, etc., in courthouse, postoffice, etc.; drawings and specifications at office of custodian at Clarksburg and Mr. Wetmore, Washington.

HOSPITALS, SANITARIUMS, ETC.

Ark., Little Rock.—Hospital Board is having plans prepared by John P. Almand, Little Rock, for hospital building; 4 stories and basement; 45x129 ft.; fireproof; cost \$130,000; plans ready for bidders in 30 days; also erect temporary quarters for nurses to cost \$5000. (Lately noted.)

Fla., St. Augustine.—Flagler Hospital Trustees will soon begin erection of hospital; construction under supervision of Chas. Leyvrez, St. Augustine; plans by Fred A. Henderich, St. Augustine, call for 3 stories; fireproof; brick and concrete; stucco finish; tile roof; tile and cement floors; two 2-story and one 1-story wings; hot-water heating plant attached to building; porches on 3 sides; silent call system; electric elevators; cement, tile and other fireproof flooring; cost about \$150,000. (Previously noted.)

Ga., Atlanta.—Cantonment Division, War Department, Washington, D. C., will erect 4 buildings at hospital at Camp Gordon for nurses' recreation building at Camp Sevier. Palmer, Constr. Quartermaster.

Mo., Jefferson Barracks (P. O. St. Louis). Cantonment Division, War Department, Washington, D. C., will soon let contract to erect addition to hospital barracks.

Mo., Kansas City.—Thornton & Minor Sanitarium Co. will erect 2-story structure over Reliance Bldg. for sanitarium; elevators; plans by and construction under supervision of Henry F. Holt, 315 E. 10th St., Kansas City.

N. C., Hot Springs.—War Department, Washington, D. C., will remodel internment camp for hospital.

Okla., Miami.—State Baptist Hospital Association has plans by A. J. Bellis, 615 Grear-Leale Bldg., Kansas City, Mo., for hospital at Baptist Sanitarium; cost \$100,000; bids received until May 13; separate bids on vacuum steam heating, plumbing, electric wiring and electric elevator; F. M. McConnell, Supt. of Missions, Oklahoma City. (Previously noted.)

Tex., Hallettsville.—Dr. Paul Renger leased 10 rooms of J. H. Appelt Building and will remodel for hospital.

Tex., Lufkin.—Angelina County will erect hospital; bonds voted. Address County Commissioners.

W. Va., Denmar.—State Board of Control, Charleston, purchased town of Denmar, covering several hundred acres, including 30 dwellings, etc., and will convert into State colored tuberculosis sanitarium; will expend several thousand dollars to remodel dwellings for sanitarium units; E. G. Rhinard, Charleston, Supt. of Construction. (Lately noted.)

W. Va., Morgantown.—Monongalia County Court, John M. Gregg, Clerk, receives bids until June 5 to construct infirmary buildings; main building 50x101 ft.; 3 stories; two-story wings 34x106 ft.; stone, brick, terra cotta and concrete; steel and frame interior construction and cross walls; clay tile roof; wood and tile floors; invalid lift (4 stories); cost \$75,000; plans and specifications at office Elmer F. Jacobs, Archt., 701 Fleming Bldg., Morgantown. (Lately noted.)

HOTELS

Ala., Tusculum.—W. W. Giles, Route 3, Tusculum, previously reported to erect dwelling, has plans by D. Anderson Dickey, 510 Raleigh Ave., Sheffield, Ala., for hotel on mountain five miles from Tusculum; 11 rooms; redwood shingle roofing dipped in creosote; construction begun. (See Machinery Wanted—Pumps.)

Ark., Siloam Springs.—Siloam Springs Advertising Club, A. W. Perrine, Secy., has plans by T. C. Sudboelter, Joplin, Mo., for lately-noted hotel; 3 stories; 200x200 ft.; pressed brick and stone; tile roof; city lighting; bids opened June 10; cost \$25,000. (See Machinery Wanted—Building Materials.)

Fla., Miami.—T. W. Mitchell, Prop., will improve Hotel Francis; provide new roof, remodel office and lobby, etc.; cost \$250.

Mo., St. Louis.—Laclede Hotel, Fred D. Michael, Gen. Mgr., leased Houser Bldg., and will alter and repair for annex; private bath; ice-water in all rooms; estimated cost, \$100,000.

N. C., Asheville.—J. H. Lange and Gay Green have plans by Smith & Carrier, Asheville, for 40-room addition to Langren Hotel; steel and concrete; extension to present heating and lighting system and elevators; cost \$75,000; A. M. Goodlake, foreman of construction, Asheville. Address Langren Hotel, Guy S. Lavender, Mgr. (Lately noted.)

S. C., Charleston.—Hasell-Meeting Realty Co. opened bids to erect addition to Argyle Hotel; W. E. Mashburn, Silvery Bldg., Atlanta, is low bidder at \$74,585; plans by J. D. Newcomer, 32 Broad St., Charleston, call for 4 stories; 180x43 ft.; brick; 60 rooms with private bath; store 18x12 ft.; tin roof; electric lights. (Previously noted.)

Tenn., Maryville.—Maryville Development Co. Incptd. with \$125,000 capital by A. M. Gamble, W. A. Dunlap, Sam Johnson and others; will erect hotel to replace Ingleside Hotel; 85 to 100 guestrooms; 5 or 6 stories; electric elevators.

Tex., Beaumont.—R. C. Miller, J. E. Josey and W. C. Tyrrell purchased site at Orleans and Fannin Sts. and are reported to erect \$500,000 hotel; plans include structure 150x150 ft.; 8 or 9 stories; 300 rooms, each with connecting bath; roof garden,

banquet hall, grillroom, parlor, etc.; also purchased 3-story brick and concrete office building at Pearl and Fannin Sts. and will remodel and erect 3 additional stories; equip with electric elevators; cost \$150,000.

Tex., Dallas.—Owners of Jefferson Hotel will erect 2-story annex for dining-room and convention hall; brick and concrete; 25x100 ft.; fireproof; foundation to permit erection of additional stories; interior finish of golden ivory; cost \$40,000.

Tex., Houston.—Hugh Hamilton, R. L. Autrey and J. E. Daly purchased Brazos Hotel and will remodel; also erect laundry building, store, etc., in connection.

MISCELLANEOUS

Fla., Fort Pierce.—Clubhouse.—Fort Pierce Golf and Country Club will be organized with \$20,000 capital; plans to erect clubhouse, provide golf course, etc.

Ga., Columbus.—Dance Hall, etc.—Morris Leob and associates are having plans prepared by T. W. Smith, Columbus, for business building; grocery store on first floor; dance hall on second. (See Stores.)

Md., Baltimore.—Lodge.—Bartlett Hayward has plans by Theodore Wells Pietsch, 1210 American Bldg., Baltimore, for hunting lodge on Severn River; 1½ stories; rubble stone; Willard E. Harn Co., Inc., 213 N. Calvert St., Baltimore, is estimating.

N. C., Asheville.—Tea-room.—Management Bandanna Tea-room will erect Kenilworth Tea-room in Kenilworth Park; rustic structure; plans prepared.

RAILWAY STATIONS, SHEDS, ETC.

Fla., Miami.—Florida East Coast Ry. Co., E. Ben Carter, Chief Engr., St. Augustine, Fla., will erect freight station; brick; fireproof; 40x200 ft.; portion of building 2 stories and used for offices; concrete floors and platforms; firewall partitions; slate roof; electric lights; cost \$35,000; plans by company's architect and construction probably by company force. (Previously noted.)

Ga., Americus.—Seaboard Air Line Ry., W. D. Faucette, Chief Engr., Norfolk, Va., will probably rebuild depot damaged by fire at loss of \$50,000 to \$75,000.

Va., Christiansburg.—Norfolk & Western Ry., J. E. Crawford, Ch. Engr., Roanoke, Va., will improve and erect 1-story addition to passenger station.

SCHOOLS

Ala., Boyles.—Jefferson County Board of Education receives bids about May 25 to erect high school to replace burned structure; plans by D. O. Whildin, Birmingham, call for 2 stories; colonial style; Georgian type; 1-story wing on either side, running back about 60 ft. from frontage of 176 ft.; 2-story auditorium to seat 500; 20-ft. stage; manual training and machinery departments; gymnasium; laboratories; cost \$55,000. (Previously noted.)

Ark., Ardmore.—C. W. Richards, Supt., advises Manufacturers Record that no school buildings, enlargements or additions are in contemplation for this year. (Lately noted.)

Ark., Little Rock.—Arkansas College will have plans by John P. Almand, Little Rock, ready for bidders in about 3 weeks for girls' dormitory, boys' dormitory and classroom building; fireproof; steam heat; cost \$235,000; this is initial work in development of 40-acre site; ultimate plans call for erection of 13 buildings. (Lately noted.)

Ark., Wilmar.—Wilmar School Dist., S. K. Harris, Prest. of Board, has plans by James H. Bliss, Southern Trust Bldg., Little Rock, for school; issued \$15,000 bonds. (Lately noted.)

Fla., Baldwin.—Duval County Board of Public Instruction, F. A. Hathaway, Supt., Jacksonville, Fla., receives bids, exclusive of heating, until June 15 to erect school; 75x140 ft.; 8 rooms; common brick; wood floors; cost \$15,000; heating, \$1500; plans and specifications at office County Supt., and Rutledge Holmes, Archt., Jacksonville. (Lately noted.)

Fla., Chipley.—Board of Public Instruction of Washington County, Vernon, Fla., will issue \$35,000 bonds of Chipley Special Tax School Dist. No. 1; J. H. Varnum, Supt. of Public Instruction and Secy. of Board, Vernon.

Fla., De Land.—Colored Industrial School, Henry Williamhurst, Secy., has plans by Francis M. Miller, De Land, for school building; 80x36 ft.; frame; asphalt shingle roof; wood floors; furnace heat; cost \$4000; construction begins June 1.

Fla., Gainesville.—Board of Control, Joe L. Earman, Chrmn., receives bids until June 10 to remodel interior of Science Hall; complete third floor of Engineering Bldg., providing for mechanical laboratory; complete dining hall and kitchen, and erect and install heating in Assembly Bldg. at University of Florida; ordinary construction; tile roof; cement and wood floors; steam heat; electric lights; plans and specifications at office A. A. Murphree, Prest., Gainesville, and at office Edwards & Sayward, Archts., 609 Chamber of Commerce Bldg., Atlanta. (Previously noted.)

Fla., Miami.—Florida Conservatory of Art and Music will erect art school; 2 stories; 40 x30 ft.; frame; contain concert hall and stage, reception-room and art gallery; cost \$10,000; K. E. Felix is interested.

Fla., Melbourne.—Melbourne School Dist. voted \$75,000 bonds to erect high school; E. Suedelin, Chrmn. Board of Public Instruction.

Fla., Tavares.—Tavares School Dist. voted \$2500 bonds to erect school; L. M. Johnson, Chrmn. Board of Public Instruction Lake County, Leesburg, Fla. (Previously noted.)

Fla., Trapnell.—Hillsborough County Board of Public Instruction, J. E. Knight, Secy., Tampa, receives bids until June 11 to erect school building in Special Tax School Dist. No. 54; plans and specifications at office County Supt., Tampa.

Ga., Athens.—University of Georgia has plans by J. W. Barnett, Athens, for barracks and mess hall; 43x200 ft., 2 stories and 27x45 ft., 1 story; wood frame; composition roof; wood floors; cost \$10,000; lighting, \$300; construction by University, which may be addressed. (Lately noted.)

Ga., Atlanta.—Georgia Military Academy Corp., Frank Inman, W. L. Peel, Joseph A. McCord and others, is having plans prepared for \$40,000 building.

Ga., Columbus.—Muscogee County Board of Education is considering election on \$100,000 bond issue to erect school buildings.

Ky., Redhill.—Christian County Board of Education will erect 3 schools in county, one to be at Redhill; also repair several schools; Mr. Graham, County School Supt., Hopkinsville, Ky.

Md., Annapolis.—Navy Dept., Washington, D. C., proposes to erect buildings providing space for additional midshipmen; appropriation to be \$2,500,000.

Md., Burkittsville.—School Commrs. receive bids until May 29 to rebuild school to replace structure previously noted damaged by fire; will use 3-room foundation enlarged to provide for 4-room building; brick; concrete lintels and sills to windows, and coping to walls; slag roof; plastered sidewalls; metal ceiling; steam-heating plant redesigned and radiators relocated; assembly hall, storage-room, fuelroom, etc., in basement; Kepner & Smith, Archts., Burkittsville. (Previously noted.)

Miss., Charleston.—Trustees of Tallahatchie Agricultural High School receive bids until June 3 to erect dormitory; plans and specifications at office Mahan & Broadwell, Archts., Germania Bank Bldg., Memphis, Tenn.

Miss., Columbus.—Mississippi Industrial and Training School, L. C. Franklin, Prest., has plans by Xavier A. Kramer, Magnolia, Miss., for 4 buildings; brick; tile roofs; steam heating; bids opened May 17. (Lately noted.)

Miss., Itabena.—Trustees have plans by M. M. Alsop, Clarksdale, Miss., for school building; 41x62 ft.; brick; composition roof; frame floors; steam heat; electric lights; cost \$10,000; bids opened May 28. Address C. P. Capps, Itabena. (Lately noted.)

Miss., Olive Branch.—De Soto County Agricultural High School Trustees receive bids until May 30 at Chamber of Commerce, Memphis, Tenn., for brick veneering of dormitory and erection of school building near Olive Branch; plans and specifications at office W. D. Gooch, Olive Branch.

Miss., Pace.—Pace Consolidated School Dist. receives bids until June 4 to erect brick school and frame home for teachers; plans by Raymond B. Spencer, Jackson, Miss.; has \$35,000 bond issue. (Lately noted.)

Miss., Summit.—Trustees of Pike County Agricultural High School, W. B. Mixon, Secy., Magnolia, Miss., indefinitely postponed erection of administration building; Xavier A. Kramer, Archt., Magnolia. (Previously noted.)

Mo., La Monte.—La Monte School Dist. voted \$15,000 bonds to supplement \$10,000 to

erect school building. Address Dist. School Trustees.

Mo., Pierce City.—Board of Education, E. R. Boston, Prest., will soon let contract to erect 2-story and basement high school building; 65x36 ft.; brick; tar roof; cement corridor floors; other floors, wood; cost about \$30,000; Maenner & Davis, Archts., St. Louis, Mo. (Previously noted.)

N. C., Goldsboro.—Goldsboro School Dist. voted tax for \$25,000 bond issue for schools. Address Dist. School Trustees.

N. C., Snow Hill.—Town Commrs. are reported to erect \$25,000 school.

N. C., Winston-Salem.—Slater State Normal & Industrial School has plans by W. C. Northup, Winston-Salem, for industrial building; cost \$20,000. (Previously noted.)

Okla., Bennington.—Bennington School Dist. does not contemplate voting on bonds to erect school as lately reported.

S. C., Greenville.—West Gantt School Dist. No. 6-B votes May 25 on \$4000 bonds to erect school building; M. C. Barton, M. E. Brockman and C. O. Milford, Greenville County Board of Education, Greenville.

Tex., Beaumont.—City opened bids to erect additions to Fletcher, Refinery and Ogden schools; Thomas Gibson, Beaumont, will probably receive contract to erect 2 former, and Herman Weber, Beaumont, latter structure; Fletcher school 8 rooms; brick; Barrett specification roof; Refinery school 4 rooms; tile and stucco; tile roof; Ogden school 2 stories; 6 rooms; face brick; slate roof; wood floors; Sanguinet & Staats, Archts., Fort Worth and Houston. (Previously noted.)

Tex., Dallas.—St. John the Baptist Church will erect 3-story brick school. Address The Pastor. (See Churches.)

Tex., Pittsburg.—School Dist. No. 3 votes June 8 on \$4000 bonds to acquire site and erect school building; frame; D. H. Carpenter, Sheriff Camp County, Pittsburg.

Tex., Riverside.—Riverside School Dist. voted \$12,000 bonds to erect school building. Address Dist. School Trustees.

Tex., Spring.—Spring Independent School Dist. Trustees, C. P. McLachlan, Prest., has plans by O. F. Holcombe Co., 813 Stewart Bldg., Houston, for 2-story brick school building; bids received until May 22; plans and specifications at office architect. (Lately noted to open bids May 1.)

Va., Hampton Roads.—Bureau of Yards and Docks, Navy Dept., Washington, D. C., opened bids to erect mechanics' school; W. T. Hadlow, Jacksonville, Fla., is low bidder at \$12,082 for work complete. (See Government and State.)

W. Va., Elkview.—Elk Dist. of Kanawha County defeated \$35,000 bonds to erect high school. Address Board of Education. (Previously noted.)

W. Va., Huntington.—Building Committee of Board of Education, C. O. Harrison, Chrmn., is having plans prepared by Meador & Sweeney, Huntington, for improvements to Oley School building.

W. Va., Masontown.—Board of Education, Valley Dist., has plans by S. W. Ford, Clarksburg, W. Va., for school; 12 classrooms, gymnasium, auditorium; exterior 90x110 ft.; brick; composition roof; oak floors; warm-air or vapor heat; cost \$45,000; electric lights \$500; construction by Board of Education. Address A. W. Hawley, Masontown. (Previously noted.)

STORES

Ala., Eufaula.—Eufaula Farm Products Co. will erect building.

Fla., Oldsmar.—B. B. Baum will erect store and apartment building on Park View Blvd.

Ga., Atlanta.—Mrs. Pauline H. Crane will erect brick business building.

Ga., Columbus.—Morris Leob and associates are having plans prepared by T. W. Smith, Columbus, for business building; 2 stories; 30x100 ft.; metal roof; grocery store on first floor; dance hall on second to have maple floor; construction by day labor.

Ga., Augusta.—Geo. W. Otto will erect business building; 1 story; brick; cost \$32,000.

Ky., Bowling Green.—Parsons-Scoville Wholesale Grocery Co., Evansville, Ind., acquired 2-story brick building at Main and Kentucky Sts., and 7 cottages; will remodel store building and erect warehouse to replace residences.

La., Monroe.—Mrs. Clara Masur will remodel brick building; cost \$2000.

La., New Orleans.—Joe Kaufman Co., Ltd., will erect building on Julia St.

Md., Cumberland.—Joseph H. Reinhart purchased hotel and will remodel for apartment-house; first floor for 4 stores. (See Apartment-houses.)

Mo., St. Louis.—Mrs. H. Skipwith will expend \$5000 to alter store.

N. C., Tyrone.—Wilkins & Co., W. Y. Wilkins, Mgr., will rebuild store to replace structure noted damaged by fire at loss of \$10,000.

Okla., Sulphur.—Sulphur Dry Goods Co. will erect store and office building; 100x140 ft.; fireproof; 2 stories; concrete roof and floor; city electric lights; bids opened June 10. Address John Hassen. (Lately noted.)

Okla., Tulsa.—M. V. Walter will erect 2 stores; brick; cost \$7500 and \$10,500, respectively.

Okla., Tulsa.—F. W. Woolworth Co. leased building occupied by Overton Grocery and will remodel.

S. C., Charleston.—Vincent Chico will repair building at 145 E. Bay St.; cost \$3500.

S. C., Charleston.—Hasell-Meeting Realty Co. opened bids to erect Argyle Hotel and store building; W. E. Mashburn, Silvey Bldg., Atlanta, is low bidder at \$74,585; J. D. Newcomer, Archt., 32 Broad St., Charleston. (See Hotels.)

Tenn., Collinwood.—Wayne County Trust Co. will erect store and bank building; 2 stories; brick; combination roofing; tile and hardwood floors; electric lights; cement sidewalks. Address E. H. Steinman. (See Bank and Office.)

Tex., Dallas.—H. H. Hartman will repair burned store building; brick; cost \$4000.

Tex., Dallas.—H. C. Coke will repair brick store building; cost \$12,000.

Tex., Fort Worth.—Tarrant Lodge No. 942, A. P. & A. M., will erect store and lodge building; 3 stories; 50x80 ft.; brick; cost \$20,000 to \$30,000. (See Association and Fraternal.)

Tex., Houston.—Hugh Hamilton, R. L. Autrey and J. E. Daly purchased Brazos Hotel and will remodel; also erect store, etc., in connection. (See Hotels.)

Tex., Houston.—Sweeney Jewelry Co. is having plans prepared by Jones & Tabor, Houston, for remodeling building; materials include copper, bronze, marble and tile work, steel and brick; ready for bids.

Tex., San Antonio.—John Thomson will erect store and apartment; cost \$7500.

Va., Norfolk.—D. Buchanan & Son acquired building at 335 Granby St. and will remodel for store; cost \$6000 to \$7000.

Va., Richmond.—United Cigar Stores, L. H. Huxter, Mgr., will enlarge store building.

Va., Richmond.—Davis Bros. will enlarge building, 2810 Monument Ave., and make alterations to original plans; cost \$5000.

Va., Rocky Mount.—Farmers' Mercantile Co., Inc., being organized with \$75,000 capital by A. B. Preston, C. R. Bennett, J. I. Allman and others; will erect building.

THEATERS

Ark., Hope.—James H. Betts Estate will erect theater to seat 1000; leased to John A. Collins.

Miss., Clarksdale.—Landry & Sommers have plans by M. M. Ahsop, Clarksdale, for moving-picture theater 50x30 ft.; stucco on frame; composition roof; frame floors; cost \$9000; date opening bids not set. Address owners. (Lately noted.)

Miss., Lexington.—E. M. Hooke of Royal Photoplay Theater, and S. J. White, Kosciusko, Miss., acquired D. E. Hoskins' Opera House and will remodel and enlarge same; remove partitions, provide balcony, etc.

N. C., Wilmington.—Howard-Wells Amusement Co. is reported to erect vaudeville theater on Front St.

Okla., Sulphur.—J. D. Ramsey will erect theater building; 50x125 ft.; brick; composition roof; cement floors; date opening bids not set. (Lately noted.)

S. C., Florence.—J. M. O'Dowd has plans by W. D. Harper, Florence, for moving-picture theater; 48x122½ ft.; brick; roofing not decided; concrete floor construction; steam heat; automatic ventilation; electric lights; cost \$15,000; bids opened about June 1. Address owner. (Previously noted.)

WAREHOUSES

Ark., Little Rock.—Cantonment Division, War Department, Washington, D. C., will soon let contract to erect warehouse for signal corps. (See Government and State.)

Fla., Miami.—Florida Cultivating Co., John D. Shiski, Gen. Mgr., purchased 10,880-acre site in Dade County on which it will

locate colonists; will erect warehouse 42x78 ft., residences, etc. (See Dwelling.)

Ky., Bowling Green.—Parsons-Seoville Wholesale Grocery Co., Evansville, Ind., will erect warehouse and remodel store building. (See Stores.)

Ky., Louisville.—Louisville Steel & Iron Co., G. B. Wickersham, Mgr., Jones and N Sts., will erect warehouse to carry 1000 tons bar steel and iron.

La., Monroe.—Standard Gin Co. will erect warehouse; cost \$6000.

La., New Orleans.—Adler Export Co., Whitely-Central Bank Bldg., will erect warehouse; 15 or 20-carload capacity. (See Flour, Feed and Meal Mills.)

Miss., Hattiesburg.—War Department, Washington, D. C., will erect 3 warehouses at Camp Shelby. (See Government and State.)

Mo., St. Louis.—Conzelman Crunden Realty Co. has permit to erect 5-story warehouse, 106-10 Cedar St.; cost \$50,000.

N. C., Charlotte.—Southern Spindle & Fly-

BUILDING CONTRACTS AWARDED

APARTMENT-HOUSES

N. C., Charlotte.—J. D. Stroupe, Trust Bldg., let contract to Stroupe Construction Co., Charlotte, to erect apartment-house on Church St.; 48x120 ft.; brick; composition roof; joist floors; steam heat; cost \$25,000; construction begins about August 1. (See Machinery Wanted—Building Materials.)

Okla., Tulsa.—Albert C. Hunt, P. O. Box 1828, let contract to Young & Storey, Tulsa, to erect duplex apartment-house at 1435 S. Main St.; frame and stucco; tile roof; oak floors; hot-air heat; cost \$14,000; Schumacher & Atkinson, Archts., 805 Daniels Bldg., Tulsa. (Previously noted to erect dwelling.)

S. C., Columbia.—B. B. Kirkland let contract to C. M. Lide, Columbia, to erect apartment-house; 64x89 ft.; brick; wood joists and partitions; Barrett specification roof; wood floors; steam heat; cost \$40,000; electric lights, \$1000; Geo. E. Lafaye, Archt., Columbia; materials contracted for. (Lately noted.)

Va., Norfolk.—Dempsey Watkins has plans by and let contract to W. H. Mercer, Norfolk, to erect apartment-house at Sherley and Colley Aves.; 37x100 ft.; 2 stories; brick; gravel and tile roof; double floors, finishing floor rift pine. (Lately noted under dwellings.)

ASSOCIATION AND FRATERNAL

Md., Cumberland.—Chapel Hill Lodge, No. 53, I. O. O. F., Inc., V. J. Lucas, Prest., let contract to Wright, Richardson & Co., Inc., Cumberland, to reconstruct theatre and office building; wood floors; repair heating plant; additional wiring and fixtures.

Mo., Kansas City.—Ivanhoe Masonic Temple Co. let contract to remodel clubhouse; will later erect previously-noted temple according to plans by Smith, Rea & Lovitt, Finance Bldg., Kansas City.

Tex., San Antonio.—A. A. S. R. of Freemasonry let contract to McKenzie Construction Co., San Antonio, to erect buildings at Camp Travis and Kelley Field; cost \$3000. (See Government and State.)

BANK AND OFFICE

Fla., Miami.—John H. Havlin let contract to Wolf & Ewing, Miami, to alter Havlin Bldg. for stores and offices; 2 and 3 stories; 90x56 ft. and 90x150 ft.; concrete; tin-shingle roof; wood floors; cement sidewalks; cost \$25,000; Gordon E. Mayer, Archt., Miami. (See Stores.)

Ga., Macon.—Fourth National Bank, B. C. Dunlap, Cashier, let contract at \$3000 to S. F. Fulghum & Co., Macon, to alter basement of building for savings and trust department; and at \$6000 to Georgia Show Case Co., Montgomery, Ala., for fixtures; tile lobby; marble fixtures; 2 entrances; Happ & Shelverton, Archts., Macon. (Lately noted.)

Md., Cumberland.—Chapel Hill Lodge, No. 53, I. O. O. F., Inc., V. J. Lucas, Prest., let contract to Wright, Richardson & Co., Inc., Cumberland, to reconstruct office building and theatre. (See Association and Fraternal.)

Miss., Shaw.—J. L. Blakeman has plans by and let contract to D. J. Anderson, Shaw, to erect office and store building; 2 stories; 42x90 ft.; brick; plate-glass front; tile and

er Co., Inc., will erect temporary warehouse to be followed later (time indefinite) by permanent structure; 30x95 ft.; frame. (Lately noted.)

N. C., Wilmington.—Nat H. Lewis, Stoneville, N. C., is reported to remodel building for tobacco warehouse.

S. C., Bamberg.—Cotton Oil Co. is reported to rebuild seedhouse noted damaged by fire at loss of \$10,000.

S. C., Clover.—W. N. Jackson will erect potato-house; capacity several thousand bu.

Tex., Decatur.—Lillard Milling Co. will erect warehouse; 48x110x12 ft.; concrete construction, roof and floors; lighting from private plant already installed; cost \$3000. (Lately noted.)

Tex., Fort Worth.—L. Cohen will erect 2-story brick office and warehouse. (See Bank and Office.)

Tex., Ft. Worth.—Golden Rod Mills will erect 5-story storage-house and 1-story warehouse. (See Flour, Feed and Meal Mills.)

Va., Richmond.—American Locomotive Co. will erect brick warehouse; cost \$24,500.

concrete floors; Barrett specifications roof; cost \$18,000. (See Stores.)

N. C., Greensboro.—American Exchange National Bank let contract at \$197,000 to J. L. Crouse, Greensboro, to erect bank and office building; 9 stories; reinforced concrete skeleton curtain walls; 52x106 ft.; faced with granite for low base, with Indiana limestone elsewhere; limestone columns on street fronts 3½ ft. in diameter; concrete slab and composition roofing; office floors, composition; corridor floors, tarrazzo; bank floor, marble and cork with marble wainscot bank screens and stairway; 97 office rooms; drinking water system with fountain on each floor; vaults; shower baths; 2 elevators; let contract to Howard D. Foley Co., Washington, D. C., for wiring, and to Hunt Bros., Greensboro, for plumbing; contracts for heating, marble work, elevators and vaults not let; Raleigh James Hughes, Archt., Greensboro. (Previously noted.)

Okla., Coalgate.—First National Bank let contract to Altmann & Richards, McAlester, Okla., to erect bank building; 30x60 ft.; Carthage stone and brick; composition roof; tile floors; cost \$12,000; steam heat, \$1500; electric lights, \$500; concrete sidewalks, \$100; J. J. Walsh, Archt., McAlester. (Lately noted.)

Va., Norton.—Kilgore & Hill have plans by E. H. Kilgore, Norton, for store and office building; brick; Barrett specification roof; wood floors; electric lights; cost \$8000; construction begun; Thos. W. Comann, Contr. for cement work. (See Stores.)

Va., Norton.—Thos. W. Comann, Norton, has contract for cement work for Kilgore-Hill building; lower floor for store; upper rooms for offices. (See Stores.)

CHURCHES

Md., Baltimore.—Our Lady of Good Counsel Catholic Church let contract to E. Eyring & Sons, 800 S. Third St., Baltimore, to erect addition to rectory at Fort Ave. and Towson St.; 2 stories and basement; 14x50 ft.; brick and wood; slag and tin roof; wood floors; steam heat; electric lights; Geo. R. Callis, Jr., Archt., 55 Knickerbocker Bldg., Baltimore. (Previously noted.)

N. C., Gastonia.—East Gastonia Baptist Church let contract to J. L. Glenn to erect building; 50x75 ft.; brick; slate roof; wood floors; also to remodel portion of present structure for Sunday-school department; cost \$15,345; heating, \$350; E. B. Hogan, Archt., Gastonia. (Previously noted.)

Tex., Huntsville.—Methodist Church, Rev. Eugene Potter, Pastor, let contract to Gross & Swigert, Waco, to erect building to replace structure previously noted damaged by fire; cost \$42,000.

CITY AND COUNTY

Ky., Owensboro.—City Hall.—City let contract to Leo Monarch, Owensboro, to erect city hall; brick; stone trim; also let contract to Owensboro Heating & Plumbing Co. for heating; cost \$24,235; C. W. Kimberlain, Archt., Owensboro.

Tenn., Chattanooga.—Pavilion, etc.—E. D. Herron, Commr. Public Utilities, Grounds and Buildings, Room 25, City Hall, let contract at \$512 to D. F. Brandon, Chattanooga, to erect refreshment pavilion and dancing pavilion in Lincoln Park; also let contract at \$747 to A. W. Duncan, Chatta-

nooga, to build refreshment stand; C. E. Bearden, Archt., First National Bank Bldg., Chattanooga. (Lately noted.)

DWELLINGS

Ark., Amarillo.—C. R. Garner let contract to J. P. Hope, Lubbock, Tex., to erect residence; 8 rooms; concrete, brick and tile; pitch and gravel roof; hardwood floors; steam or hot-air heat; cost \$13,000; Will R. Kaufman, Archt., Amarillo. (Lately noted.)

Ala., Gadsden.—Alabama Co. is reported to have let contract to Ferguson & Temple, Attalla, to erect 5 houses to cost \$2300 each and 17 smaller cottages.

Ark., Little Rock.—C. E. Smith let contract to J. R. Casey, Little Rock, to erect residence; 2 stories; brick veneer; slate roof; hot-water heat; cost \$12,000; John P. Almand, Archt., Little Rock. Address contractor.

Fla., Jacksonville.—T. V. Kirk, 430 Post-office Bldg., let contract to Henry Taylor & Son, 2825 Oak St., Jacksonville, to erect residence and garage; 24x49 ft. and 14x20 ft., respectively; frame and stucco on Bishopric board; composition roof; cost \$4350; plans by Henry Taylor, 2825 Oak St., Jacksonville.

Fla., Miami.—J. E. Parker let contract to M. S. R. Adams, Miami, to erect \$7000 residence.

Fla., St. Petersburg.—Dr. P. M. Carmichael let contract to erect bungalow.

Ga., Atlanta.—Mrs. Ivey A. Rosencrans has plans by and let contract to A. H. Bailey, Peters Bldg., Atlanta, to erect residence; 6 rooms; 2 stories; brick veneer; tile roof; hardwood floors; electric lights; cost \$5000; American Ideal boiler and radiators for heating plant, \$575. Address Contr.

Ga., Chipley.—Dr. Boddie let contract to Gifford & Whittaker, Columbus, Ga., to erect residence; cost \$6000.

Ga., Tifton.—J. S. Taylor and others let contract to A. Johnson, Tifton, to erect 3 residences; cost \$10,000; C. V. Arnold, Archt., Tifton.

La., Alexandria.—J. V. Schexneder let contract to E. F. Michaels, Alexandria, to erect residence; 40x58 ft.; frame; plaster interior; composition shingle roof; wood floors; electric lights; cost \$2800. Address owner. (Lately noted.)

Mo., St. Louis.—Lindell Fair Grounds Realty Co. let contract to Aug. Berkemeier, St. Louis, to erect 4 bungalows; 30x32 ft.; ordinary brick and stone construction; slate roof; steam heat; cost \$24,000; E. Preidler, Archt., Title Guaranty Bldg., St. Louis. (Lately noted.)

N. C., Greensboro.—John M. Galloway, Madison, N. C., let contract to Harbin Construction Co., Lexington, N. C., to erect residence; 55x72 ft.; granite and brick; tile roof; wood floors; city lighting; cost \$50,000 heating contract not let; Harry Barton, Archt., Greensboro. (Previously noted.)

N. C., Winston-Salem.—A. H. Eller let contract to Fogle Bros., Winston-Salem, to erect residence; tile walls; tile roof; cost \$15,000; W. C. Northrup, Archt., Winston-Salem.

Okla., Muskogee.—G. W. Leopold let contract to J. C. Hill, Muskogee, to erect residence; 26x38 ft., exclusive of enclosed porch; frame; shingle roof; oak and pine floors; electric lights; cost \$3500; hot-air heat, about \$400.

Okla., Muskogee.—W. R. Sampson, 505 Phoenix Bldg., has plans by and let contract to James O'Brien, Muskogee, to erect residence; 2 stories; 6 rooms; frame; shingle roof; oak and pine floors; cost \$3000. (Lately noted.)

Okla., Muskogee.—James O'Brien, Muskogee, has contract to erect bungalow at 2409 W. Okmulgee Ave.; 7 rooms; brick and frame; asphalt shingle roof; oak and pine floors; cost \$3500; hot-air heat, \$370; B. B. Bostie, Archt., 410 Equity Bldg., Muskogee. (Lately noted.)

Okla., Muskogee.—I. T. Wysong let contract to A. F. Krumel, Muskogee, to erect lately-noted residence; frame and brick veneer; slate roof; oak floors; cost \$8000; construction begins July 1. Address owner. (See Machinery Wanted—Building Materials.)

S. C., Anderson.—W. Frank McGee, Iva, S. C., let contract to Townsend Lumber Co., Anderson, to erect residence; brick veneer; cedar shingle roof; hardwood floors; electric lights; cost \$10,500; Casey & Fant, Archts., Anderson. Address contractor.

S. C., Greenville.—Thos. G. Crymes let contract to Gaul & Allen Construction Co., Atlanta, to erect residence; 10 rooms; 2 stories; brick veneer; tile roof; hardwood floors;

Rock-Williamson underfeed furnace; S. D. Trowbridge, Archt., Atlanta. (Lately noted.)

Tex., San Antonio.—H. P. Drought let contract to J. C. Dielmann, San Antonio, to erect residence; 2 stories; 10 rooms; 48x53 ft.; hollow tile; stucco finish; gravel roof; city electric lighting; cost \$8900; hot-air heat, \$600; Leo M. J. Dielmann, Archt., San Antonio; all contracts let. (Lately noted.)

Tex., Sherman.—Jim B. Wilson, 516 S. Branch St., let contract to J. T. Allmon, 402 N. Binkley St., Sherman, to erect residence; 43x70 ft.; brick and hollow tile; asbestos board shingle roof; oak and pine floors; cost \$11,000; hot-water heat, \$700; electric lights, \$400; also let contract to J. C. Koriath Plumbing Co., Sherman, for heating and plumbing, and Kolb Electric Co., Sherman, for electric work. (Previously noted.)

Tex., Weatherford.—C. D. Helm, Engr. Weatherford Peanut Mills, let contract to erect residence on South Waco St.

Va., Norfolk.—T. M. Bellamy has plans by and let contract to A. F. Smith, Norfolk, to erect residence on Magnolia Ave. and Larchmont Crescent; 8 rooms; frame; slate roof; hardwood floors; cost \$5500 each.

GOVERNMENT AND STATE

Ark., Little Rock—Barracks.—Cantonment Division, War Dept., Washington, D. C., let contract to erect 155 additional barracks at Camp Pike for infantry replacement camp.

D. C., Washington.—Bathing Establishment.—Col. Clarence S. Ridley, in charge of Public Buildings and Grounds, let contract at \$35,000 to Hyde & Baxter to construct buildings, floats, etc., for bathing establishment in tidal basin in Potomac Park; plans by Capt. Horace W. Peaslee of Engineer Reserve Corps, include central building with roofed service-rooms and shelters around open court and 2 open courtyards with lockers; building equipped with dressing-rooms, lockers, showers, booths for shelter and refreshment, etc.; frame and stucco construction. (Previously noted.)

Fla., Cutler—Aero-Gunnery School.—War Department, Washington, D. C., let contract to St. Johns Construction Co., Miami, to erect 30 buildings for aero gunnery school for signal corps, including officers' quarters, barracks, mess halls and 4 steel hangars; accommodate 3000 to 5000; cost \$300,000. (Previously noted.)

Fla., Pensacola—Coast Artillery.—Cantonment Division, War Dept., Washington, D. C., let contract to Hoggar Bros., Bell Bldg., Montgomery, Ala., to erect addition to coast artillery post; cost \$240,000.

La., New Orleans—Coast Artillery.—Cantonment Division, War Dept., Washington, D. C., let contract to J. I. Chisholm & Son, 146 Summer St., Boston, to erect additions to coast artillery post; cost \$100,000.

Md., Baltimore—Coast Artillery.—Cantonment Division, War Dept., Washington, D. C., let contract to H. D. Watts Co., 304 Garrett Bldg., Baltimore, to erect additions to coast artillery post; cost \$60,000.

Miss., Meridian—Postoffice.—B. F. Hyde, Custodian, Meridian, let contract to Wm. McDonald Co., St. Louis, for repairs to postoffice; enlarge parcel-post department, changes in clerks' swing-room, etc.; cost \$6529. (Previously noted.)

N. C., Cape Fear—Coast Artillery.—Cantonment Division, War Dept., Washington, D. C., let contract to C. V. York, Raleigh, N. C., to erect additions to coast artillery post; cost \$75,000.

Tex., Galveston—Coast Artillery.—Cantonment Division, War Dept., Washington, D. C., let contract to Horton & Horton, McKinney and Velasco Sts., Houston, to erect addition to coast artillery post; cost \$90,000.

Tex., San Antonio—Warehouses, Library, etc.—McKenzie Construction Co., San Antonio, has contract to erect 6 warehouses at Camp Travis to cost \$150,000; library at Kelly Field for American Library Assn. to cost \$6000; buildings at Camp Travis and Kelly Field for A. A. S. R. of Freemasonry of San Antonio, cost \$3000. (Lately noted in part.)

Va., Fort Monroe—Coast Artillery.—Cantonment Division, War Dept., Washington, D. C., let contract to Boyle-Robertson Construction Co., Evans Bldg., Washington, D. C., to erect addition to coast artillery post; cost \$150,000.

Va., Hampton Roads—Emergency Hospital. Bureau of Yards and Docks, Navy Dept., Washington, D. C., let contract to Boyle-Robertson Construction Co., Evans Bldg., Washington, D. C., to erect emergency hospital; cost \$190,850. (Lately noted.)

Va., Newport News—Barracks.—Canton-

ment Division, War Dept., Washington, D. C., let contract to Boyle-Robertson Construction Co., Evans Bldg., Washington, D. C., to erect additional barracks; cost about \$200,000. (Previously noted.)

Va., Norfolk—Naval Training Camp.—Bureau of Yards and Docks, Navy Dept., Washington, let contract to Kling Lumber Co., Charlottesville, Va., to erect extension to naval training camp; 56 buildings of various sizes; frame on concrete piers; composition roofing; concrete and wood floors; cost \$300,000; heating, \$70,000; lighting, \$12,000; sidewalks, \$11,000. Address Contr.

Va., Norfolk—Clubhouse.—Camp Community Service, Montague Gammon, Director, let contract to E. L. Myers, Norfolk, to remodel Nash Bldg. for Army and Navy Club; plans by Benjamin F. Mitchell, Norfolk, include removing partitions on first and second floors; removing posts and girders on 3 floors; filling in elevator shafts on second and third floors; building fireplace and chimney and all new partitions; lining walls and ceiling on second and third floors with studding; covering all walls with Compo board and strips; new flooring on first and second floors; erect fire escape; hoisting elevator to fourth floor; lunch counter, general office and soft-drink counter on first floor, to be lined with studding. (Lately noted.)

Va., Norfolk—Navy Yard.—Bureau of Yards and Docks, Navy Department, Washington, D. C., let contract to Roche Construction Co., Johnston Bldg., Cincinnati, Ohio, to erect 9 structures at navy-yard.

Va., Potomac—Coast Artillery.—Cantonment Division, War Dept., Washington, D. C., let contract to R. P. Whitty Co., 241 Colynna St. N. W., Washington, D. C., to erect additions to coast artillery post; cost \$60,000.

HOSPITALS, SANITARIUMS, ETC.

Tenn., Memphis.—Tri-State Hospital School for Crippled Children let contract to W. R. Hudson, Memphis, to erect building at 2069 Lamar Blvd.; accommodate 24 children; Jones & Furbringer, Archts., Memphis.

Va., Hampton Roads.—Bureau of Yards and Docks, Navy Department, Washington, D. C., let contract to Boyle-Robertson Construction Co., Evans Bldg., Washington, D. C., to erect emergency hospital. (See Government and State.)

HOTELS

Fla., Fort Lauderdale.—Broward Hotel Co., C. J. Joiner, Secy., let contract to Byrd & Orr Bros., Miami, to erect tourist hotel on Andrews Ave., south of Ocean Blvd.; 99 rooms; concrete and hollow tile; built-up roof; concrete floor construction; steam heat; city lighting (Southern Utilities Co.); cost \$100,000; city voted \$35,000 bonds to aid in erection of structure; August Geiger, Archt., Miami. (Lately noted.)

Fla., Miami.—David Afremow let contract on percentage basis to George N. Smalridge, Miami, to remodel and enlarge hotel building; will provide 28 sleeping-rooms and 7 stores; lobby and office; concrete walls; ordinary construction; asbestos composition built-up roof; tile lobby floor; other floors wood; no heating except fireplace in lobby; city electric lights; cost about \$10,000. Address A. E. Lewis, Archt., Miami.

MISCELLANEOUS

Ark., Little Rock—Clubhouse.—Concordia Association let contract to Matt Bush & Bros., Little Rock, to erect first unit of country club; 70x90 ft.; 3 stories; stone and frame; shingle roof; wood floors; cost \$12,000; electric lights, \$1500; Mann & Stern, Archts., Little Rock. (Previously noted.)

D. C., Washington—Restaurant.—Hawkins Restaurant Co. let contract to Arthur M. Poynton, 715 Fourteenth St., Washington, to remodel building at 1412 New York Ave., for restaurant; 28x110 ft.; 2 stories; brick; tin roof; tile floors; cost \$6800; lighting, \$400. (Lately noted.)

Ga., Columbus—Transfer Station.—Special Committee, J. B. Huff, Chrmn., approved plans by T. F. Lockwood, Columbus, and let contract to Gifford & Whitaker, Columbus, to erect transfer station and restroom at 10th and Broad Sts.; brick; 25x65 ft.; waiting-room, living-room, dressing-room, newsstand, etc.; metal shingle roof; concrete floors; cost \$6500. (See Machinery Wanted—Concrete Mixer.)

Miss., Shaw—Barber Shop.—F. E. Young let contract to D. J. Anderson, Shaw, to remodel building for barber shop; specifications call for reinforced concrete floor over-

laid with tile; plate-glass front; complete system of hot and cold baths; cost \$2500.

S. C., Florence—Pavilion.—H. F. Dargan has plans by Haynesworth & Lawton, Florence, for bathing pavilion; 30x100 ft.; pine construction; pine floors; paper roof; electric lights; cost \$4000 to \$5000; contract let. Address owner. (Previously noted.)

Va., Norfolk—Clubhouse.—Camp Community Service, Montague Gammon, Director, let contract to E. L. Myers, Norfolk, to remodel Nash Building for Army and Navy Club; Benjamin F. Mitchell, Archt., Norfolk. (See Government and State.)

SCHOOLS

Ala., Opelika.—School Board let contract to Opelika Lumber Co., Opelika, to erect proposed school building; 2 stories; brick veneer; 58x72 ft.; steam heat; cost \$13,500.

Ark., Manila.—Manila Special School Dist. let contract to W. M. Vick, Blytheville, Ark., to erect school building; 2 stories; 80x50 ft.; brick and stone; composition roof; concrete and wood floors; cost \$11,188; J. E. Shane, Archt., Paragould, Ark. Address W. W. Shaver, Manila.

Ky., Daniel Boone.—Hopkinsville County Board of Education, Madisonville, Ky., let contract to Ruby Lumber Co., Madisonville, to erect school near Daniel Boone. (See Ky., Madisonville.)

Ky., Madisonville.—Hopkinsville County Board of Education let contract to Ruby Lumber Co., Madisonville, to erect school near Daniel Boone; 24x36 ft., one in Baughs Dist. near Anton, 24x40 ft., and 2-room school 24x36 ft. at Nebo; frame; shingle roof; wood floors; stoves; cost of 2 former \$1000 each; latter \$2000. (Lately noted.)

Ky., Nebo.—Hopkinsville County Board of Education, Madisonville, Ky., let contract to Ruby Lumber Co., Madisonville, to erect 2-room school; cost \$2000. (See Ky., Madisonville.)

Md., Baltimore.—City let contract to Wm. A. Parr, 1521 E. North Ave., Baltimore, for enclosures of openings and alterations at Maryland Institute, Baltimore St. and Market Pl. (Lately noted.)

Miss., Forest.—Trustees of Forest High School let contract to W. C. Stout, Meridan, Miss., to erect school building; 3 stories; brick; concrete foundation reinforced with steel rods; lower floor concrete; upper floors plank doubled; steam heat; concrete sidewalks; cost of building alone \$21,565; N. W. Overstreet, Archt., Jackson, Miss. Address contractor. (Lately noted.)

Miss., Strayhorn.—Strayhorn Consolidation School Dist. let contract to R. E. Russell, Jackson, Miss., to erect school building and teachers' home; former 54x30 ft.; both buildings frame; built-up asphalt roof and composition shingles; acetylene gas (contract not let); cost \$15,500; hot air heat, \$1300; Raymond B. Spencer, Archt., Jackson, Miss.; construction begins about June 10. (Lately noted.)

Okla., Tulsa.—Tulsa County Commrs. let contract to Zimmerman & Co., Tulsa, to erect school; 60x75 ft.; brick and ordinary construction; Barrett specification roof; cost \$30,000; M. C. Cross and H. H. Mahler, Associate Archts., Tulsa. (Previously noted.)

Tenn., Knoxville.—City Board of Education let contract to J. M. Dunn & Sons, Knoxville, to erect addition to Oakland grammar school; 50x60 ft.; 2 stories; brick; asphalt roof; frame floors; steam heat; electric lights; cost \$20,000; L. C. Waters, Archt., Knoxville.

Tenn., Memphis.—Tri-State Hospital School for Crippled Children let contract to W. R. Hudson, Memphis, to erect building; Jones & Furbringer, Archts., Memphis. (See Hospitals.)

Tex., Burkburnett.—Burkburnett School Dist. let contract to Chas. M. Bialkowski, Wichita Falls, Tex., to erect school; 1 story; 59x84 ft.; brick; tar and gravel roof; 7 rooms; edge grain floor construction; heaters; electric lights; cost \$13,171; Sanguinet, Staats & Pate, Archts., Wichita Falls, Tex. Address Contr. (Lately noted.)

Tex., Donna.—Board of Education let contract to Walsh & Burney, Austin, to erect high school; 10 rooms and basement; reinforced concrete; cost \$90,000; Kuehne & Chasey, Archts., Austin. (Lately noted.)

STORES

Fla., Miami.—John H. Havlin let contract to Woolf & Ewing, Miami, to alter Havlin Bldg. for stores and offices; 90x56 ft. and 90x150 ft.; 2 and 3 stories; concrete; tin shingle roof; wood floors; cement sidewalk;

cost \$25,000; Gordon E. Mayer, Archt., Miami.

Ga., Augusta.—Palmer-Spivey Construction Co., Augusta, has contract to erect 1-story brick building; cost \$5536.

Miss., Shaw.—B. Lamensdorf has plans by and let contract to D. J. Anderson, Shaw, to erect store building; 30x102 ft.; 2 stories; brick; plate-glass front; concrete and wood floors; Delco lighting system; elevator; loft for warehouse; cost \$15,900.

Miss., Shaw.—J. L. Blakeman has plans by and let contract to D. J. Anderson, Shaw, to erect store and office building; 2 stories; 42x90 ft.; brick; plate-glass front; tile and concrete floors; Barrett specification roof; cost \$18,000.

Miss., Shelby.—J. W. Thomas let contract to A. F. Pickett, Shelby, to erect commercial building; 47x130 ft.; brick; composition roof; concrete floors; electric lights; cost \$9000; M. M. Alsop, Archt., Clarksdale, Miss. (Lately noted under Dwellings.)

Tex., Beaumont.—T. H. Langham let contract to Herman Weber, Beaumont, to erect addition to showroom and warehouse combined; 60x140 ft.; plain construction; Barrett specification roof; first floor, cement; second and third, wood; cement walks; cost \$23,800; passenger elevator; C. A. Logan, Archt., Beaumont. (Lately noted.)

Tex., Dallas.—Tom L. Bradford let contract to Hedrick Construction Co., Dallas, to erect store building; lately noted to be erected by I. Goldsmith; 3 stories and basement; 50x150 ft.; reinforced concrete; fireproof; gravel roof; concrete floor construction with oak grain covering; steam heat; electric lights; 2 elevators. (See Machinery Wanted—Automatic Tube System.)

Va., Norton.—Kilgore & Hill have plans by E. H. Kilgore, Norton, for store and office building; 60x25 ft.; common brick walls; pressed brick front; Barrett specification composition roof; wood floors; electric lighting; day labor and job work; Thos. W. Coman, Norton, Contr. for cement work; cost \$8000. (See Machinery Wanted—Heating; Lighting.)

THEATERS

Md., Cumberland.—Chapel Hill Lodge, No. 53, I. O. O. F., Inc., V. J. Lucas, Prest., let contract to Wright, Richardson & Co., Inc., Cumberland, to reconstruct theater and office building. (See Association and Fraternal.)

WAREHOUSES

Ky., Hickman.—S. L. Dodd let contract to L. N. Gregory, Hickman, to erect seed-house in connection with electric gin; also repair gin.

Miss., Shaw.—B. Lamensdorf has plans by and let contract to D. J. Anderson, Shaw, to erect store and warehouse building; 2 stories; 30x102 ft.; brick; plate-glass front; concrete and wood floors; Delco lighting system; elevator; cost \$15,000. (See Stores.)

Tex., Beaumont.—T. H. Langham let contract to Herman Weber, Beaumont, to erect addition to warehouse and showroom combined; 3 stories; 60x140 ft.; plain construction; Barrett specification roof; first floor, cement; second and third, wood; cement walks; passenger elevator; cost \$23,800; C. A. Logan, Archt., Beaumont. (See Stores.)

Tex., San Antonio.—A. A. S. R. of Freemasonry let contract to McKenzie Construction Co., San Antonio, to erect 6 warehouses at Camp Travis, to cost \$150,000. (See Government and State.)

Va., Staunton.—Wm. S. Bryan let contract to A. B. Rohr, Staunton, to erect building materials warehouse; 80x40 ft.; brick and cement; Neponset composition roofing; cement and wood floors; cost \$3000; construction begins June 1. (Lately noted.)

Preliminary Facts About Link-Belt Chain.

Book 358 of the Link-Belt Co., Chicago, Philadelphia and Indianapolis, is issued, giving preliminary information concerning recent roller-chain developments, pending the revision of the No. 257 roller-chain data book. The company says: "Finished steel bushed roller chains, with high-grade materials, ideal proportions and accurate parts, offer a maximum in transmitting value with a minimum in first cost, occupied space and weight material. They are particularly advantageous in automotive and special machinery construction, and are superior for general power transmission purposes in most cases to either belts or gears. We do not recommend their use in driving from electric motors, or for continuous service at high speed, which field of application is covered to best advantage by Link-Belt silent chain." Numerous pictures and tables make the book complete.

MACHINERY, PROPOSALS AND SUPPLIES WANTED

Manufacturers and others in need of machinery or supplies of any kind are requested to consult our advertising columns, and if they cannot find just what they wish, if they will send us particulars as to the kind of machinery or supplies needed we will make their wants known free of cost, and in this way secure the attention of manufacturers and dealers throughout the country. The Manufacturers Record has received during the week the following particulars as to machinery and supplies wanted.

"WANTS"

Abattoir Products Machinery.—Wagoner-Phipps-Barnes Co., care Bristol Ice Co., Bristol, Tenn.—Data and prices on machinery for manufacturing abattoir products.

Automatic Tube System.—Tom L. Bradford, Dallas, Tex.—Automatic tube system for 3-story-and-basement store building.

Bagging (Cotton).—O. H. Harris, 512 Lyric Bldg., Birmingham, Ala.—Names and addresses of manufacturers of cotton bagging.

Bedding.—See Hospital Equipment.—Trustees South Mississippi Charity Hospital.

Bending Roll (Angle).—Henry Potts & Co., 650 Real Estate Trust Bldg., Philadelphia, Pa.—Prices on angle bending roll for bending angles up to 6x6x $\frac{1}{2}$ in. and as small as 2x2x $\frac{1}{2}$ in.

Boiler.—Henderson Box & Lumber Co., Henderson, N. C.—Prices on 150 H. P. boiler. (See Electrical Equipment, etc.)

Boilers.—Deblieux & Mays Co., 407 S. Peters St., New Orleans, La.—Prices on boilers. (See Canning Machinery.)

Boiler.—Baltimore (Md.) Board of Awards, City Hall.—Bids until May 29 to install internally-fired steam boiler at Public Bath No. 4, West and Marshall Sts.; drawings and specifications on file with C. H. Osborne, Inspector of Buildings.

Rollers (Steam).—See Road Machinery, etc.—Kearny-Haynes Construction Co.

Boilers (Water; Fire Tube).—Gordon Supply Co., 521 Adams Express Bldg., Chicago, Ill.—Prices on water and fire tube boilers.

Bottles (Stone).—United Dealers' Buying Co., Norfolk, Va.—25 to 50 gross 1-qt. stone bottles.

Brick Machinery.—United Machine Works, 55 W. 3d St., New York.—Catalogue and prices on brick-making machinery, delivery Cuba.

Bridge Construction.—Polk County Commissioners, A. T. Mann, Chrmn., Bartow, Fla.—Bids until June 4 to construct concrete bridge across drainage canal on road being constructed from town of Waverly west across marsh; plans and specifications on file with County Comms.

Bridge Construction.—Pittsylvania County Supvrs., Chatham, Va.—Bids until June 1 to construct bridge and approaches to same over White Oak Creek on Dry Fork and Whitnell Rd., 1 $\frac{1}{2}$ mi. west of Dry Fork; plans and specifications on file at Clerk's office, Chatham, or on application to R. C. Ambler, 808 Paxton St., Danville, Va.

Building Materials.—J. D. Stroupe, Trust Bldg., Charlotte, N. C.—Prices on building materials for \$25,000 apartment-house.

Building Materials.—I. T. Wysong, Muskogee, Okla.—Prices on building materials for \$3500 residence.

Building Materials.—Siloam Springs Advertising Club, A. W. Perrine, Secy., Siloam Springs, Ark.—Prices on building materials and supplies for \$25,000 hotel building.

Canning Machinery.—Deblieux & Mays Co., 407 S. Peters St., New Orleans, La.—Prices on boilers, engines and equipment for fruit and vegetable cannery; installation Laurel, Miss.

Canning Machinery.—Louis Maull Co., 8th and Spruce Sts., St. Louis, Mo.—Prices on equipment for small canning plant.

Canning Machinery and Supplies.—Conservation Food Mfg. Corp., 128 Marietta St., Atlanta, Ga.—Prices on canning machinery and supplies.

Cars (Mine).—Mohawk Coal Mining Co., H. P. May, Prest., Box 501, Norton, Va.—Prices on 1 doz. mining cars, 36-in. gauge, 1-ton capacity; immediate delivery; for installation Keokee, Va. (See Engine.)

Chemicals.—Hollandia Colonial Co., 5 Via Lorenzo, Genoa, Italy.—To correspond with exporters of chemicals, industrial oils

and greases, pharmaceutical products, dyes, extracts, cocoa, etc.

Corn Mill, etc.—Kanawha Engineering Co., 200 National City Bank Bldg., Charleston, W. Va.—Catalog and prices on mill for grinding ear corn, spices, drugs, etc.

Concrete Mixer.—Gifford & Whitaker, Columbus, Ga.—Prices on new or good second-hand concrete mixer; about 10 cu. ft. capacity.

Ditching and Excavating Machinery.—F. M. Crump & Co., Memphis, Tenn.—Prices on power-driven machine to dig 10 or 12-in. ditch along Mississippi River, alluvial soil, N. E. Louisiana, cotton plantation; also machine for cleaning present ditches, mainly 4 ft. deep, 3 ft. wide at bottom and 6 to 8 ft. wide at top.

Drainage.—Comms. Caddo Levee Dist., Shreveport, La.—Bids until May 29 to improve drainage through existing channel ways from opposite Clyde Place, on Black Bayou, to mouth of Gilmer's Ditch, at Twelve-Mile Bayou, all in Lake region; 1,000,000 cu. yds. excavation; information, blanks, etc., on application to Board State Engrs., 213 New Orleans Court Bldg., or to W. A. Kerley, Secy., and W. F. Taylor, Prest.

Drainage.—Courtney Campbell, Clarendon County Drainage Dist. No. 3, Foreston, S. C.—Open bids about June 1 to construct 2 canals; one 20 to 25-ft. and 7 mi. long, one 8-ft. and 5 mi. long; small floating dredge or land machine work; will consider purchase of second-hand machine; also let contract to drill four 500-ft. 4-in. artesian wells. (Lately noted.)

Drainage System.—Drainage Comms. Henderson County, Diamond Island Bend Drainage Dist., A. Hatchett, Secy., Henderson, Ky.—Bids until June 4 to construct drainage system; include clearing and removal of stumps, timbers, etc.; tile ditches 15 ft. wide; 1000 ft. 30-in. tile drain; 4210 ft. 24-in.; 4445 ft. 20-in.; 8400 ft. 18-in.; 8000 ft. 15-in.; 3300 ft. 14-in.; 7900 ft. 12-in.; 3000 ft. 10-in.; 877 ft. 8-in.; maps, profiles and specification on file in County Court Clerk's office.

Dredging Machine.—See Drainage.—Courtney Campbell.

Dyes.—See Chemicals, etc.—Hollandia Colonial Co.

Electric-light Extensions.—Mayor and Aldermen, Villa Platte, La.—Bids until June 4 to extend electric-light system; estimated cost \$5000; contractor to supply machinery; construction includes 35 K. W. alternator, building and line extensions, settling motor-driven pump, switchboard and series lighting transformer and regulator, moving and repairing one Mietz & Weiss engine and G. E. generator; specifications obtainable from A. C. Jones, Opelousas, La.

Electric Conduits.—Baltimore (Md.) Board of Awards, City Hall.—Bids until May 29 to install electric conduits, wires, etc., in Hollins Market, Hollins St. and Carrollton Ave.; drawings and specifications on file with C. H. Osborne, Inspector of Buildings.

Electrical Equipment, etc.—Henderson Box & Lumber Co., Henderson, N. C.—Prices on 150 H. P. engine, 150 H. P. boiler and 150 K. W. direct-connected generator, switchboard and instruments.

Engine.—Henderson Box & Lumber Co., Henderson, N. C.—Prices on 150 H. P. engine. (See Electrical Equipment, etc.)

Engine.—Brothers & Bro., Whaleyville, Va. 10 to 11 by 12 to 14 steam engine; good condition; 10x12 large enough, but buy one a little larger if price is right.

Engine (Corliss).—Jackson Bros. Co., Whaleyville, Va.—Corliss engine; second-hand; 24 to 26 by 42 to 48; of standard make.

Engines (Oil).—United Machine Works, 55 W. 3d St., New York.—Prices on oil engines. (See Generating Sets.)

Engine (Hoisting).—Mohawk Coal Mining Co., H. P. May, Prest., Box 501, Norton, Va.—Prices on hoisting engine, immediate

delivery; installation Keokee, Va. (See Cars.)

Engines.—Deblieux & Mays Co., 407 S. Peters St., New Orleans, La.—Prices on engines. (See Canning Machinery.)

Excavation.—Collinsville Coal Co., general delivery, Tulsa, Okla.—To let contract 2 or 3 yrs.' excavation for dragline scraper 2 $\frac{1}{2}$ -yd. bucket; good price paid for excavation machine; can be unloaded at work; ready to start work.

Excavating Machinery.—See Ditching and Excavating Machinery.—F. M. Crump & Co.

Furniture.—See Hospital Equipment.—Trustees South Mississippi Charity Hospital.

Generating Sets.—United Machine Works, 55 W. 3d St., New York.—Prices on oil engines and generating sets; direct-connected A. C. units preferred, 100 to 500 H. P.

Glove Machinery (Canvas).—Box 66, Helen, Ga.—Prices on new or second-hand machinery for cutting and making canvas gloves.

Grinding Mills.—Kanawha Engineering Co., 200 National City Bank Bldg., Charleston, W. Va.—Catalogs and prices on mills to grind spices, drugs, corn, etc.

Handle Machinery.—Porter & Moore Co., 421 Water St., Norfolk, Va.—Dealers' prices on new or second-hand machinery for making axes and sledge handles.

Heating System.—Pike County Supvrs., Magnolia, Miss.—Bids until June 3 to install heating system in courthouse; plans and specifications on file with Chas. E. Brumfield, Chancery Clerk, and Xavier A. Kramer, Archt. and Conslt. Engr., Magnolia; plans and specifications obtainable from Archt.

Heating.—Kilgore & Hill, Norton, Va.—Prices on heating plant for \$8000 store and office building.

Hospital Equipment.—Trustees South Mississippi Charity Hospital, J. E. Davis, Secy., Pinehurst Hotel, Laurel, Miss.—Bids until June 11 for furniture, bedding, laundry and all equipment for hospital; plans and specifications on file with J. E. Donald, Supt., Hattiesburg, and at office of Xavier A. Kramer, Archt. and Conslt. Engr., Magnolia, Miss.; specifications, etc., obtainable from Archt.

I-Beams.—Gordon Supply Co., 521 Adams Express Bldg., Chicago, Ill.—Prices on 12 to 15-in. 45-lb. I-beams for crane railway.

Ice Machinery.—Wagoner-Phipps-Barnes Co., care Bristol Ice Co., Bristol, Tenn.—Data and prices on ice machinery.

Lath Mill.—Cypress Creek Lumber Co., Everglades Engineering Co., Mgr., Fort Lauderdale, Fla.—Prices on lath mill. (See Sawmill, etc.)

Lathe (Engine).—Porter & Moore Co., 421 Water St., Norfolk, Va.—Dealers' prices on good second-hand engine lathe, about 16-in. swing, 7-ft. bed.

Laundry Machinery.—Trustees South Mississippi Charity Hospital, J. E. Davis, Secy., Pinehurst Hotel, Laurel, Miss.—Bids until June 11 on laundry machinery. (See Hospital Equipment.)

Levee Construction.—Mississippi River Comsn., Custom-house, Memphis, Tenn.—Bids until June 13 for 510,000 cu. yds. earthwork in Upper St. Francis Levee Dist.

Lighting.—Kilgore & Hill, Norton, Va.—Prices on sidewalk lights for \$8000 store building.

Lubricants.—See Chemicals, etc.—Hollandia Colonial Co.

Lumber.—Lighthouse Inspector, New Orleans, La.—Bids until May 29 for 39,600 ft. long-leaf yellow-pine lumber.

Mechanical Equipment.—Treasury Dept., Supervising Archt.'s Office, Washington, D. C.—Open bids June 10 for mechanical equipment (except lighting fixtures) of United States Immigration Station, Boston, Mass.; copies of specifications, etc., obtainable from Supervising Chief Engr., Room 137, Postoffice Bldg., Boston, or from Archt.

Minerals, etc.—E. A. Sirtori, Casilla Canoe 1285, Buenos Aires, Argentina.—To represent exporters of minerals, tobacco, hides, etc.

Mining Machinery (Coal).—Sullivan Pond Creek Co. (address J. C. Sullivan, Prest., Treas., or L. R. Taylor, Gen. Supt.), Traloe, W. Va.—Prices on coal-mining machinery.

Mining Machinery.—Philip Welhausen, V. P. Yeakum State Bank, Yeakum, Tex.—Plans and estimates on 25 to 50-ton daily mining plant.

Mining Machinery (Lead and Zinc).—Baxter Jack Mining Co., F. C. Stevens,

Secy.-Treas., Room 8 Jackson Bldg., Okmulgee, Okla.—Prices on mining machinery.

Motor (Electric).—Luray Ice Co., Luray, Va.—20 H. P. motor; new or second-hand; first-class condition; immediate shipment; 220-volt, 60-cycle, 3-phase, A. C.; specify speed and size of pulley; prefer G. E. induction motor, as do not want machine with brushes.

Mixers (Concrete).—See Road Machinery, etc.—Kearny-Haynes Construction Co.

Planer.—See Woodworking Machinery.—W. D. Hardy.

Paving.—City of Atlanta, Ga., W. E. Chambers, Purchasing Agent.—Bids to pave Stewart Ave. from Whitehall St. to Southern Ry. near Glenn St.; in car-track area, granite block or other block pavement; on sides, concrete, vitrolithic, bituminous concrete on concrete foundation, or other meritorious pavements; specifications from Mr. Chambers.

Paving.—City of Hinton, W. Va., W. W. Wickline, Street Commr.—Bids until June 1 to construct sidewalks, 6 ft. wide; specifications on file with Mr. Wickline at office Board of Affairs.

Power Machinery.—See Sawmill, etc.—Cypress Creek Lumber Co.

Power Plant.—Cypress Creek Lumber Co., Everglades Engineering Co., Mgr., Fort Lauderdale, Fla.—Prices on power plant. (See Sawmill, etc.)

Presses (Automatic and Hand; Chemist's Laboratory).—"Werthmor" Mfg. Co., Barberton, O.—Prices on automatic and hand presses for pressing dry chemicals into tablets $\frac{1}{2}$ -in. thick, 1 $\frac{1}{4}$ -in. wide and with convex top and bottom shape.

Pump (Circulating).—See Tunnel Construction, Bureau of Yards and Docks.

Pump (Electric).—Elon College, W. A. Harper, Prest., Elon College, N. C.—Prices on used electric pump, 100 G. P. M., 220-volt, 3-phase motor, capacity to pull water column 200 ft., 4-in. working barrel.

Pumps.—W. W. Giles, Route 3, Tusculum, Ala.—Prices on pumps; is erecting 11-room hotel on mountain, 5 mi. from Tusculum.

Rails.—George Yampolsky, P. O. Box No. 305, Clarksburg, W. Va.—Rent rails; light sections; wire or write.

Road Construction.—Spalding County Comms. of Roads and Revenues, J. E. Wallace, Chrmn., Courthouse, Griffin, Ga.—Bids until June 1 to construct concrete road from city limits of Griffin to railroad crossing at Experiment, Ga.; 3200 ft. long; 18 ft. wide; 6 in. thick; stone, cement and sand; bids to be opened June 4; plans and specifications on file with County Comms., Courthouse.

Road Construction.—Comsn. of Roads and Bridges for Norfolk County, R. B. Preston, Engr., 302 Commercial Bldg., Portsmouth, Va.—Bids until May 24 to construct concrete road from First St., Ocean View, on Willoughby Road, to Hampton Roads Yacht Club; plans and specifications obtainable from Comsn.

Reservoir Construction.—City Comms., Abilene, Tex.—Bids until June 22 to construct storage reservoir for water supply; comprises earth dam containing 500,000 cu. yds., with spillways, intakes, etc.; plans and specifications on file with W. A. Riney, City Engr., and obtainable for \$25; H. L. Roberts, City Secy.

Road Construction.—Office of Clerk, Elizabeth City County, Hampton, Va.—Bids until May 24 to construct 3.5 mi. concrete road from Hampton toward Newport News; plans and specifications on file at Clerk's office, Hampton, and at this office; specifications obtainable on application to undersigned; G. P. Coleman, State Highway Commr., Richmond.

Road Construction.—Williamson County, W. W. Jenkins, County Auditor, Georgetown, Tex.—Bids until June 12 for resurfacing gravel road from Bartlett to Taylor and constructing gravel road from Taylor to Hutto Road Precinct line; excavation, 14,053 cu. yds.; gravel surfacing, 25,956 cu. yds.; road machine work, 92,975 lin. ft.; concrete, Class A, 520 cu. yds.; concrete paving, 441 cu. yds.; reinforcing steel, 53,721 lbs.; structural steel, 27,410 lbs.; scarifying gravel, 94,675 lin. ft. road; plans on file with and information from County Auditor, Georgetown, and State Highway Dept., Capitol Bldg., Austin.

Road Machinery, etc.—Kearny-Haynes Construction Co., San Antonio, Tex.—To buy or rent for 4 months following: 4 concrete road mixers (steam), $\frac{1}{2}$ -yd. capacity; 8 small mixers, $\frac{1}{4}$ -yd. capacity; trench-

ing machine and gasoline back filler; 1 or possibly 2 steam shovels, ½-yd. capacity; 2 small steam rollers; 30 bottom dump wagons; 20 wheel scrapers.

Rope (Wire).—A. B. Clark Co., 225 Fifth Ave., New York.—Prices on used wire rope (blue center; Hercules; Monitor); ½ in. to 1½ in.; lengths 300 ft. and up; good condition, free from kinks.

Saw (Drag; Gasoline).—J. R. Faggart, Sylvania, Ga.—Prices on gasoline drag saw; for sawing trees.

Saws.—See Woodworking Machinery.—W. D. Hardy.

Sawmill, etc.—Cypress Creek Lumber Co., Everglades Engineering Co., Mgr., Fort Lauderdale, Fla.—Prices on 7-ft. band mill, edgers, shingle mill, lathe mill, power machinery etc.; for installation Pompano, Fla.

Scrapers.—See Road Machinery, etc.—Kearny-Haynes Construction Co.

Sewer and Water-works Materials.—City of Geary, Okla., H. E. Summers, City Clerk and Supt. Water-works.—Data and prices on materials for sewer and water-works construction.

Shingle Mill.—Cypress Creek Lumber Co., Everglades Engineering Co., Mgr., Fort Lauderdale, Fla.—Prices on shingle mill. (See Sawmill, etc.)

Shovel (Steam).—Gordon Supply Co., 521 Adams Express Bldg., Chicago, Ill.—Prices on second-hand steam shovel; revolving; 1½-yd. dipper; 35 to 45-ft. boom.

Shovels (Steam).—Kearny-Haynes Construction Co., San Antonio, Tex.—Prices (buy or rent) on 2 steam shovels, ¾-yd. capacity.—See Road Machinery, etc.

Skidder.—John G. Duncan Co., 308 W. Jackson Ave., Knoxville, Tenn.—Catalogues and dealers' cash prices on new and second-hand overhead skidder, equipped with spire and rigged for skidding logs 2500 ft. from engine and boiler; for 36-in.-gauge track with drums to handle 2500 ft. 1½, 5000 ft. ¾ and 5000 ft. ½-in. wire rope; outfit mounted on trucks; quote prices with and without rope; state time of delivery.

Splice Mills.—See Corn Mill, etc.—Kanawha Engineering Co.

Steel Shapes.—Lighthouse Inspector, Detroit, Mich.—Bids until May 24 to furnish structural steel plates and shapes for constructing Keweenaw waterway light and fog signal station.

Tree-felling Saws.—See Saw (Drag; Gasoline).—J. R. Faggart.

Trenching Machine.—See Road Machinery, etc.—Kearny-Haynes Construction Co.

Tubing (Brass and Steel).—L. F. Krom Mfg. Co., 35 Coldenham St., Walden, N. Y.—Names and addresses of manufacturers of telescope tubing of brass and steel.

Tubing (Metallic Flexible).—Dixie Engineering Co., Enid, Okla.—Names and addresses of manufacturers of flexible metal tubing.

Tunnel Construction.—Bureau of Yards and Docks, Navy Dept., Washington, D. C. Bids until May 27 to construct intake tunnel and install circulating pump; cost \$45,000; for further information address Ch. of Bureau.

Wagons (Dump).—Kearny-Haynes Construction Co., San Antonio, Tex.—Prices (buy or rent) on 30 bottom dump cars.—See Road Machinery, etc.

Water-works Materials.—City of Geary, Okla., H. E. Summers, City Clerk and Supt. Water-works.—Data and prices on water-works construction materials. (See Sewer and Water-works Materials.)

Water Works Materials and Construction.—City of Versailles, Ky., H. C. Taylor, Mayor.—Bids until June 4 for 2 deep-well pumps, 2 power pumps, 2 40 H. P. oil engines, 125 tons 8 and 10-in. cast-iron water pipe and specials, laying 4000 ft. 8 and 10-in. cast-iron water pipe, constructing pumping station and reinforced concrete reservoir; bids received from manufacturers on machinery and pipe, and from contractors for laying pipe and constructing reservoir, pumping station and foundations; plans and specifications may be seen and instructions obtained at offices of Mayor, and of Chas. E. Collins, Const. Eng., Drexel Bldg., Philadelphia, Pa.

Well Drilling (Artesian Wells).—Courtney Campbell, Clarendon County Drainage Dist. No. 3, Foreston, S. C.—To let contract for drilling four 500-ft. artesian wells. (See Drainage.)

Well-drilling Machinery.—Newer Oil & Refining Co., Geo. Newer, Engr., Kingfisher, Okla.—To buy well-drilling machinery or contract for drilling to 1500-ft. depth.

Wire Rope.—Chas. A. McLean, 412 Citizens' Bank Bldg., Norfolk, Va.—Large quantity used wire rope; 1½, ¾, ¾ and ½ in.; good order for logging.

Wharf Construction.—San Jacinto Park Comsn., Houston, Tex.—Bids until May 25 to construct wharf at San Jacinto Battle Ground; plans and specifications on file with Maurice Hirsch, 814 Scanlan Bldg., Houston.

Wood Novelty Manufacturers.—Steinbach, 2402 Madison Ave., Baltimore, Md.—To correspond with wood novelty manufacturers relative to large orders for toys and other novelties.

Woodworking Machinery.—W. D. Hardy, 616 Stewart Ave. S. E., Roanoke, Va.—Prices on machinery (including planer, rip-saw, cut-off and resaws, and band saw) to operate planing mill for dwelling work; also combination machine for flooring and ceiling.

RAILROAD CONSTRUCTION

RAILWAYS

Ala., Bessemer.—Tennessee Coal, Iron & Railroad Co. has started construction of a branch line from the Louisville & Nashville Railroad, via Blue Creek, to mines at Gilmore, 3½ mi.

Md., Baltimore.—Baltimore & Ohio R. R. is preparing to build two freight yards in the suburbs, one at Mount Winans and the other at Claremont. H. A. Lane, Baltimore, is Ch. Engr.

Md., Baltimore.—Part of \$43,000,000 allowed by the Federal Railroad Administration to the Baltimore & Ohio R. R. for betterments and equipment during the year will be for track construction around Baltimore and other terminals. The amount for this specific purpose may reach several millions. H. A. Lane, Baltimore, is Ch. Engr.

Md., Indian Head.—U. S. Navy Dept. is reported preparing plans to build railroad connection 12 or 13 mi. long at estimated cost of about \$120,000. Address Secretary of Navy, Washington, D. C.

N. C., Garland.—White Lake Lumber Co., it is reported, will build railroad 15 mi. long. C. A. Tranton and others.

Okla., Pawhuska.—According to a report from Washington, the Director-General of Railroads has ordered resumption of construction on the Santa Fe cutoff between Owen and Pawhuska, and it is expected to soon order similar resumption of work from Pawhuska to Fairfax, Okla. H. W. Wagner, Topeka, Kan., is Chief Engr. of the Santa Fe.

S. C., Charleston.—Contract let to the Mason & Hanger Contracting Co. for the North Charleston terminal development for

the Government is reported to include construction of about 42 mi. of terminal track-age.

Tenn., Collinwood.—E. H. Steinman, Pres. and Treas. Wayne-Hardin Railroad Co., says that the line, 14 mi. long from Collinwood to Old Wayne Furnace, will be built by the Tennessee Valley Iron & Railroad Co. to develop its iron-ore deposits. Route through rolling country. Connects with Louisville & Nashville Railroad at Collinwood. J. H. De Witt is Secy., and D. E. Teed, Chief Engr.

Tex., Fort Worth.—Missouri, Kansas & Texas Ry. has asked for authority to make about \$400,000 of improvements, including enlargement of yards, building of more track and extension of terminal facilities. F. Ringer, Dallas, Tex., is Ch. Engr.

Va., Alexandria.—Mount Vernon & Camp Humphries Ry. Co. of Mount Vernon, Va., capital stock \$50,000, is chartered to build a line from Mount Vernon to Camp Humphries. James R. Caton is Pres. and John G. Graham Secy. and Treas., both of Alexandria.

STREET RAILWAYS

Md., Baltimore.—United Railways & Electric Co. is about to build extension from Stone House Cove to Fairfield and East Brooklyn, in the southern suburbs. Plans to build short sections of tracks on two streets are also approved. Thomas A. Cross is Pres.

N. C., Wilmington.—Ordinances granting authority to the Tidewater Power Co. to build track to city limits on S. Front St. and also for track on 3d St. are approved. Hugh McKee is Pres.

INDUSTRIAL NEWS OF INTEREST

Items of news about industrial, railroad or financial interests, building operations, construction work, municipal improvements, or the sale of machinery or the letting of contracts in the South or Southwest, are invited from our readers whether they are advertisers or subscribers or not. We invite information of this character from readers in the North and West about their Southern business operations, as well as from Southern readers. News of value will be published just as readily when from non-advertisers as from advertisers.

New Office Location.

The H. W. Johns-Manville Company announces that its Houston office will be located at 424-426 Washington Ave., Houston, Tex., on and after July 1, 1918.

District Engineer Appointed.

On May 1 W. Jess Brown became district engineer of the Portland Cement Association in charge of the Atlanta office. He succeeded C. N. Wiley, who resigned to re-enter the employ of the Portland Cement Co. at it Leeds, (Ala.) plant. Mr. Brown has had long experience in the Southeastern States in work similar to that at Atlanta, having been associated with the Dixie Portland Cement Co. for a number of years.

Westinghouse Employees Subscribe \$2,601,000.

Final reports of the Liberty Loan campaign among employees of the Westinghouse Electric & Manufacturing Co. and its subsidiaries show that the total subscription was \$2,601,000. Of this, \$2,217,000 was taken by employees of the parent company. Three subsidiaries showed 100 per cent. of employees subscribing—the R. D. Nuttall Company, the Krantz Manufacturing Co. and the Pittsburgh Meter Co. All figures show a gratifying increase over those of the second loan. The company employs over 30,000 people.

Engineering Concern Organized.

The Industrial Engineering Corporation has been organized and incorporated at Hazard, Ky., by R. L. Cornell, R. D. Baker and C. E. Carlin. Mr. Cornell was formerly

general manager of the Kentucky River Power Co., and the new company began business May 1 in its old quarters in the Pursfull & Combs Bldg., which were vacated when the company removed its offices to the power plant at Lothair. The new concern will engage in all kinds of electrical and mechanical consulting work, making mining installations, etc., in the vicinity of Hazard, and also elsewhere. In this line of work, it is stated, Mr. Cornell has had wide experience.

Industrial Equipment Business.

The Industrial Equipment Co., a new concern, has organized and begun business at 25 Church St., New York City, where it is handling the Atlas pressed steel trucks, which are made by the Pressed Steel Truck Co. of 2013 Preble Ave. N. S., Pittsburgh, Pa. These goods are made in various styles and sizes for handling different products, such as cotton bales, paper rolls, barreled materials and miscellaneous articles boxed or otherwise shipped, and they are said to be exceedingly strong and simple, notwithstanding that they are light and easily handled. Platform, wagon and dolly trucks are among the company's productions, and their peculiar style of construction makes them both staunch and efficient as well as light in weight and easy running.

Rapid Growth of an Industrial Town.

Mayor W. H. Sullivan of Bogalusa, La., was presented with a silver loving cup, mounted on a base of Bogalusa pine at a recent meeting held in the new city hall, Walter P. Cooke of Buffalo, N. Y., president

of the Great Southern Lumber Co., and the Great Northern Railroad, made the presentation speech, and praising Mr. Sullivan for the wonderful development of the town since it was founded nine years ago. He predicted that within 10 years its population would exceed 50,000, because he knew some of the plans of Mr. Sullivan for establishing many new industries. Presentation to the city of Bogalusa of an axe which he used to fell the first pine tree in laying out the town site was made by J. J. McClellan, who celebrated his 70th birthday on the day of the presentation. The Colonial Crocoting Co. gave the city an immense flag pole, and Mayor Sullivan presented a new flag.

Copper Alloyed Steel Sheets.

From the manufacturing point of view a basic principle underlying the production of meritorious sheet metal products is judicious choice of materials. Due to the comparatively recent triumphs of scientific endeavor it is decidedly easier now to secure sheet metal of dependable quality than it was a few years ago, according to a recent statement of the American Steel Sheet & Tin Plate Co. For instance, the markets now afford metal sheets that resist rust, rot and corrosion with a degree of efficiency that must at once be admired and appreciated. This result came about through the discovery by scientific experts that a content of copper added to high-grade steel increases rust-resistance with great success, and it can be expected that roofing, spouting, culverts, ornamental work or any other form of sheet metal, the duty of which is to repel the onslaughts of all kinds of weather, will give infinitely better results if made of copper-alloyed sheets.

Westinghouse Works at Essington.

Spurred by the urgent need of the Government for ships, the Westinghouse Electric & Manufacturing Co. has made a record in erecting and operating its South Philadelphia Works, devoted entirely to the production of ship propulsion machinery for the Navy and for the Merchant Fleet. A little over a year ago the site of 500 acres was plowed field; now it contains seven large buildings, and there are 2500 employees. The buildings have a floor space of over 600,000 square feet, and include a pattern storage shop, foundry, forge shop, power-house, erecting shop and two machine shops. The plant is operated by electric power in summer, and by steam turbines in winter. The location is at Essington, Pa., about nine miles from Philadelphia on the Delaware River. Two steam railroads, an electric railway and the river afford transportation, though the water route has not yet been utilized. It is expected that this plant will eventually be of a size comparable with the East Pittsburgh Works, which now employ about 25,000 people. Part of the land will be used for a town site. An elaborate sewage-disposal plant, embodying the Imhoff system, with lime is installed. The works were erected under the charge and direction of H. T. Herr, vice-president, with R. B. Mildon as general supervisor of construction. The contractor was Westinghouse, Church, Kerr & Company, with which concern Calvert Townley, assistant to the president, conducted all business relations subject to the approval of the president, E. M. Herr.

TRADE LITERATURE

Forges and Other Products.

Buffalo forges of all descriptions are illustrated, with appropriate reading matter in catalogue sections Nos. 100 and 108, just issued by the Buffalo Forge Co., engineers and manufacturers, Buffalo, N. Y. The first relates to portable forges, and the second to stationary forges. The company also makes blowers, exhaust fans, disk fans, drills, punches, shears, bending machines, tire setters, combination woodworking machines, steam engines and turbines, fan system apparatus for heating, ventilating, drying and mechanical draft, air washers, humidifiers and dehumidifiers. These books, which are typical of the other trade literature from this company, are handsomely and conveniently prepared, and their modest dimensions makes them easy to handle.

Wetmore Shell-Making Tools.

"Wetmore Cutting Tools for Shell Manufacture" is the title of a new six-page leaflet distributed by the Wetmore Mechanical Laboratory Co. of Milwaukee. It covers special hand-sizing taps for United States and British shells, expanding reamers for finish sizing fuse holes of shells and special

lathe and boring tools. The Wetmore Company has been experienced in this class of work since the beginning of the war in Europe, and in the design and manufacture of sizing taps, thread shapes, based on this experience, are used and are said to insure the longest possible life and guaranteed accuracy to products. There are 23 different special lathe and boring tools. The Canadian branch of this company has been removed from Toronto to the New Birks Bldg. at Montreal.

Foster Lathes, Screw Machines, Etc.

A finely illustrated catalog has just been issued by the Foster Machine Co. of Elkhart, Ind. It is printed in a superior manner upon highly calendered paper so that

the various products of the company are displayed in detail with surprising accuracy. The first few pages are devoted to the No. 1-B Universal Turret Lathe, which the introduction says represents the latest development in turret lathe construction. It presents many important improvements and changes not found in any of the machines earlier designed by Mr. Kylin, but which he has found to be of vital importance, as the result of a number of years of close and applied study of these machines in operation. Other products described are the Nos. 3 and 5 screw machines, these including tools and attachments as in the case of the turret lathe, countershafts of the friction clutch type, besides other screw machines and lathes.

FINANCIAL NEWS

FINANCIAL CORPORATIONS

Ark., Heber Springs.—First National Bank chartered; capital \$25,000; conversion of the Bank of Heber Springs.

Ark., Helena.—Interstate National Bank, capital \$200,000, applied for charter; conversion of the Interstate Banking & Trust Co.

Fla., Blountstown.—Calhoun County Abstract Co., capital \$300,000, inceptd.; J. Flake Durham, Pres.; Boyd A. Cox, V.-P.; Thomas C. Roy, Secy.-Treas.

Fla., Largo.—Pinellas County Bank, capital \$20,000, is being organized; John S. Taylor to be Pres.

Ga., Atlanta.—First Trust and Savings Bank chartered; capital \$100,000; Robert F. Maddox, Pres.; James S. Floyd, V.-P.; Geo. R. Donovan, trust officer, and J. S. Kennedy, Secy. and Treas.

Ga., Rhine.—Banking business of King & Brown has been purchased by J. J. Harrell, W. P. Cobb, J. W. Morris and others of Eastman, Ga. New owners will apply for State charter.

Ky., Ashland.—Clay County Insurance Agency inceptd.; capital \$15,000; A. A. Northern, Pres.; J. B. White, V.-P.; G. W. Griffin, Secy. & Treas.

Ky., Louisville.—Mutual Savings and Realty Assn. inceptd. by J. L. V. Washington, W. E. Johnson and H. E. Hall.

La., Longville.—First National Bank of Longville applied for charter; capital \$25,000. Officers not yet elected. S. Arthur Knapp will probably be first vice-president.

Md., Baltimore.—National Central Bank of Baltimore, capital \$400,000, applied for charter; conversion of the German Bank of Baltimore City.

Okla., Calera.—Calera National Bank chartered; capital \$25,000.

Okla., Duncan.—Exchange National Bank, capital \$50,000, applied for charter.

Okla., Oklahoma City.—Liberty National Bank, capital \$250,000, applied for charter.

Okla., Valliant.—American National Bank chartered; capital \$25,000.

S. C., Columbia.—Title Guarantee & Deposit Co. will change name to the Liberty Bank.

Tenn., Memphis.—Joyner & Angier Insurance Agency, capital \$25,000, inceptd. by Emmet E. Joyner, E. A. Angier, Jr., Hallie G. Joyner and others.

Tex., Eastland.—Guaranty Abstract & Title Co., capital \$15,000, inceptd. by R. E. Sikes, E. E. Wood and J. M. Terrell.

Tex., Ralls.—First National Bank, capital \$50,000, applied for charter; will succeed the private bank of W. E. McLaughlin.

Va., Richmond.—Nemours Investment Corporation chartered, capital \$100,000. Floridus S. Crosby, Pres.; H. H. Chalkley, Secy.-Treas.

Va., Roanoke.—Liberty National Bank will begin business June 1. R. M. Garrett, Jr., Pres.; M. J. Patsel and T. W. Fugate, V.-Ps.; J. W. Penn, Cashier.

W. Va., Charleston.—Merchants & Mechanics' Bank inceptd.; capital \$25,000; surplus \$6250. S. A. Lewis, Pres., Chelvan, W. Va.; E. T. England, V.-P., Charleston, W. Va.; cashier not selected. Business is to begin about June 1.

W. Va., Wheeling.—German Bank of Wheeling has amended charter changing name to Wheeling Bank & Trust Co.; capital \$160,000; surplus \$320,000. F. J. Park, Pres.; J. F. Bell, V.-P. and Cashier.

NEW SECURITIES

Ala., Birmingham.—(Public Improvement). City recently sold at par to R. M. Grant & Co., New York, \$49,000 of 5½ per cent. 10-30-year bonds.

Ark., Clinton.—(Road).—Comms. Road Dist. No. 1, Van Buren County, sold \$35,000 of bonds to M. W. Elkins, Sheridan, Ark.

Ark., Wilmar.—(School).—Wilmar School Dist. has sold \$15,000 of bonds to M. W. Elkins, Sheridan, Ark.

Fla., Lake Alfred.—(Street).—City sold \$35,000 of 6 per cent. 20-year bonds to W. L. Slayton, Toledo, O. C. F. Jester, City Clerk.

Fla., Lakeland.—(Municipal Gas Plant).—City voted May 14 to amend charter which authorized \$300,000 of bonds for purchase or erection of municipal gas plant; however, there is not much probability of election to issue these bonds until after the war. H. L. Swatts, City Clk.

Fla., Miami.—(Armory-Auditorium).—Dade County Comms. will order election to vote on \$75,000 of bonds; county to pay \$50,000; city \$25,000.

Fla., Pensacola.—(Road).—Escambia County, James McGibbon, Clerk, has sold at par, accrued interest and \$506 premium to Davies-Bertram Co., Cincinnati, \$50,000 of bonds Florida Road and Bridge Dist. No. 1. Maturity May 15, 1938; one-half of bonds bearing 6½ per cent. and one-half 6 per cent.

Fla., Pensacola.—(Warrants).—Escambia County Comms., James McGibbon Clerk, have sold at \$25,036 to the Banking Savings Trust Co., Pensacola, \$25,000 of 6 per cent. 10-year time warrants for building bridge. Bids are asked for another \$25,000 at 6½ per cent.

Fla., Fort Lauderdale.—(Park).—City offers for sale until 7.30 P. M. June 18, \$35,000 of 6 per cent. 20-year bonds; dated May 1, 1918; denomination \$1000. Geo. W. Hall, City Clk. Further particulars will be found in the Proposals Department.

Fla., Quincy.—City has sold \$18,000 of bonds to the American National Bank, Pensacola, Fla. J. P. Smith, City Clerk.

Fla., Tampa.—(School).—Hillsborough County School Board, Jesse E. Knight, Supt., has sold \$800 bonds Trapnell Dist.

Fla., Tavares.—Lake County May 11 voted \$2500 of 6 per cent. 20-year \$500 denomination district school bonds; L. M. Johnson, Chrmn. County Board Public Instruction.

Fla., Titusville.—(School).—Special Tax School Dist. No. 4, Brevard County, voted \$75,000 of 6 per cent. 25-year bonds. S. J. Overstreet, Secy. County Board of Public Instruction. (Lately noted.)

Fla., Vernon.—(School).—Washington County Board of Public Instruction, J. W. Swindle, Chrmn., and J. H. Varnum, Secy., will sell June 3, at auction (date postponed from May 7), \$35,000 of 6 per cent. 16-year \$1000 denomination bonds Chipley Special Tax School Dist. No. 1; dated June 4, 1918; maturity, 1934.

Ga., Arlington.—(Ice Plant, Cold-storage).—City sold May 15 to the Trust Co. of Georgia, Atlanta, at \$7.72 premium, \$11,500 of 5 per cent. bonds.

Ga., Atlanta.—Water, Fire Dept., etc.—City votes July 10 on \$500,000 bonds as follows: Water-works improvement, \$500,000; motorizing fire department, \$125,000; cyclorama building, \$100,000; generating plant at city disposal plant, \$75,000. Asa G. Candler, Mayor. (Lately noted.)

Ga., Athens.—(College).—Clarke County is petitioned to call an election to vote on \$100,000 of bonds for building at Georgia State College of Agriculture.

Ga., Columbus.—(School).—Muskogee County, Frank U. Garrard, Chrmn., plans election to vote on \$100,000 bonds.

Ga., Harlem.—(School).—City asks bids until July 1 for \$10,000 of 5 per cent. 20-year bonds; dated July 1, 1918. J. T. Olive, Mayor.

Ga., Macon.—(Sewer, Auditorium, Hospital, Park, etc.).—City votes July 16 on 4½ per cent. \$1000 denomination bonds; Sanitary and storm sewer extensions \$55,000; new auditorium \$55,000; hospital \$75,000; central city park, replacements, etc., \$15,000. David S. Jones, City Clk.

La., New Orleans.—(Refunding).—Board of Liquidation, General Dufour, Atty., is seeking authority to issue \$250,000 of the \$900,000 of bonds voted last Sept.

Md., Hagerstown.—(Water).—City offers for sale until noon May 27 \$850,000 of 5 per cent. 44 5-6-year bonds; Wm. Logan, City Tax Collector.

Md., New Castle.—(Street).—City offers for sale May 23 \$25,000 of 5 per cent. 5-30-year \$500 denomination bonds; dated July 1, 1918; John T. Stoops, Prest. City Council.

Miss., Aberdeen.—(Road).—Monroe County recently sold at \$175 premium to the Bank of Commerce Trust Co., Memphis, \$75,000 of 6 per cent. 11-25-year bonds.

Miss., Cleveland.—(School).—Pace School Dist., Bolivar County, on May 7 sold \$35,000 bonds. Address School Board.

Miss., Ellisville.—(Street).—City votes June 3 on \$3000 of 6 per cent. 20-year bonds. J. T. Taylor, Mayor; H. P. Gough, City Clerk.

Miss., Iuka.—(Road).—All bids received May 7 for \$30,000 of 6 per cent. 10-24 year Burns-ville Dist., Tishomingo County, bonds rejected. W. L. Ellege, Atty., Corinth, Miss.

Miss., Magnolia.—(Road).—Pike County Supvrs., Chas. E. Brumfield, Clerk, offer for sale 2 P. M. June 3, at not less than par, \$30,000 of 6 per cent. bonds Enlarged Second Separate Road Dist., Pike County; dated July 1, 1918; maturity 1929 to 1943, inclusive.

Miss., Meridian.—(Road).—Lauderdale County, W. R. Pistole, Clerk, asks bids until 2 P. M. June 4 for \$30,000 of 6 per cent. \$500 denomination bonds Supvrs. Dist. No. 2; dated April 1, 1918; maturity, 1923 to 1942, inclusive.

Miss., Quitman.—(School).—Carmichael Consolidated School Dist., Clark County, W. H. Foster, Clerk Board County Supvrs., offers for sale June 3 (date postponed from May 6) \$4500 of bonds.

Miss., Purvis.—(Light Plant).—Proposed \$10,000 bond issue postponed indefinitely. J. L. Harris, Town Clerk.

Miss., Senatobia.—(School).—Crockett Consolidated School Dist., Tate County, on May 6 sold to Wm. R. Compton Co., St. Louis, \$5000 of 6 per cent. \$500 denomination bonds.

Miss., Senatobia.—(School).—Strayhorn Consolidated School Dist., Tate County, on May 5 sold to Wm. R. Compton Co., St. Louis, \$20,000 of 6 per cent. school bonds; dated May 1, 1918; denomination \$500.

Miss., Vicksburg.—(Road).—Warren County Supvrs. will sell \$150,000 of serial bonds.

Mo., Centerville.—(Road, Bridge).—Reynolds County is reported to have sold to the Ellington Bank of Ellington, Mo., \$100,000 of 5 per cent. 20-year bonds.

Mo., Kirkwood.—(Fire Dept.).—City sold May 1, at \$15,050, to Whitaker & Co., St. Louis, \$15,000 of 5 per cent. 20-year bonds.

Mo., LaMonte.—(School).—City voted \$15,000 bonds. Address School Board.

Mo., Richmond.—(Water).—\$32,000 bonds voted. Address The Mayor.

Mo., Richmond.—(Water-works).—City voted May 7 to issue \$32,000 of 5 per cent. 1-20-year \$100 to \$1000 denomination bonds for improvement and extension of water-works system; bids for same to be opened June 3. Address City Board, Allen T. Broughton, Mayor.

N. C., Clinton.—(Street).—Town Comms., Henry A. James, Clk. & Treas., will issue \$41,000 of not exceeding 6 per cent. 20-year bonds.

N. C., Gastonia.—(School).—Dallas Graded School Dist., Gaston County, voted May 9 to issue \$25,000 of 6 per cent. 20-year \$1000 denomination bonds; bids for same received until June 29, inclusive. F. P. Hall, Supt. County Schools.

N. C., Goldsboro.—(School).—Goldsboro Township, Wayne County, voted \$25,000 bonds. Address School Board.

N. C., Snow Hill.—(School).—Election ordered to vote on \$25,000 bonds. Address School Board.

Okla., Ada.—(School).—Atty.-Genl. approved \$52,000 Francis Township, Pontotoc County, bonds; recently voted. Address County Comms.

Okla., Cherokee.—(School).—Consolidated school districts, Alfalfa County, have sold at \$700 premium \$50,000 of bonds. Address School Board.

Okla., Oklahoma City.—(School).—Atty.-Genl. approved \$16,000 Luther Consolidated School Dist., Oklahoma County, bonds. Address County Comms.

Okla., Sulphur.—(Water).—City recently sold \$25,000 of 6 per cent. \$1000 denomination bond to John Nuveen & Co., Chicago.

S. C., Greenville.—(School).—West Gantt School Dist. No. 6-B, Greenville County, votes May 25 on \$4000 of bonds. M. C. Barton, M. E. Brockman and C. O. Milford, County Board of Education.

Tenn., Memphis.—(Fire Equipment).—City sold on May 14, at par and interest, \$31,000 of 5 per cent. bonds to the American La France Fire Engine Co., Inc.; C. C. Pashby, City Clerk.

Tex., Austin.—(Sewage-disposal Plant).—City votes June 18 on \$100,000 of 5 per cent. bonds. Address The Mayor.

Tex., Ballinger.—(Road).—Runnels County voted \$75,000 of bonds. Address County Comms.

Tex., Beaumont.—(School).—Trustees South Park School Dist., L. R. Pietzsch, Secy., will receive bids until 2 P. M. May 24 for \$87,500 of 5 per cent. 1-30-year bonds.

Tex., Boerne.—(Road).—Precinct 1, Kendall County, votes June 15 on \$40,000 of bonds. Address County Comms.

Tex., Crockett.—(Road).—Houston County votes June 12 on \$50,000 of bonds. Address County Comms.

Tex., Eastland.—(Road).—Mangum Dist., Eastland County, voted \$10,000 of bonds. Address County Comms.

Tex., Eldorado.—(Courthouse).—Schleicher County voted \$60,000 of 5½ per cent. bonds; those voted last summer cancelled. Address County Comms.

Tex., Hillsboro.—(Sewerage).—City voted May 7 to issue \$5,000 of 5 per cent. 40-year \$500 denomination bonds; bids will be opened June 4. Wm. H. Knight, Mayor.

Tex., Riverside.—(School).—City voted bonds for school to cost \$12,000. Address School Board.

Tex., San Angelo.—(Road).—Coke County voted \$60,000 bonds. Address County Commissioners.

Tex., Stamford.—(Water, Sewer).—City voted \$440,000 of water-works and \$35,000 sewerage 5 per cent. 40-year bonds. R. L. Penick is Mayor.

Tex., Sinton.—(Road).—Precinct No. 3, San Patricio County, voted \$75,000 of 5½ per cent. bonds. R. E. Cain, M. L. Mahoney and C. B. McAnnally, Road Comms. (Lately noted.)

Tex., Tyler.—(School).—Attorney-General approved \$10,000 Bullard Independent School Dist., Smith County, 5 per cent. 10-40-year bonds.

Tex., Waxahachie.—(Road).—Ellis County voted May 25 on \$89,000 of bonds. Address County Comms.

Va., Richmond.—(Liquidation).—Ordinance introduced in City Council authorizing issue of \$500,000 of 6 per cent. 5-year bonds to liquidate floating indebtedness. Address The Mayor.

W. Va., Charleston.—(School).—Elk Dist., Kanawha County, P. T. Hammack, Pres. Board of Education, defeated \$35,000 bonds.

W. Va., Elk View.—(School).—Elk Dist., Kanawha County, defeated \$35,000 of 5 per cent. bonds. P. T. Hammack, Pres. Board of Education.

W. Va., Marlinton.—(Water, Light).—City votes May 27 on \$30,000 of 6 per cent. bonds, dated Aug. 15, 1917, and maturing Jan. 1, 1929 to 1938, inclusive. J. W. Milligan, Mayor.

W. Va., Wheeling.—(Street).—Town of Edgewood, Ohio County, offers for sale, 5 P. M. May 27, \$24,000 special assessment and \$4000 street improvement 6 per cent. 1-10-year bonds. Address Dr. J. D. Dickey, care of National Exchange Bank Bldg.

FINANCIAL NOTES

Bank of Jamestown, Jamestown, Ky., increased capital from \$15,000 to \$25,000.

Fidelity Trust Co., Knoxville, Tenn., increased capital from \$100,000 to \$200,000.

Georgia Railroad Bank, Augusta, Ga., will increase capital from \$600,000 to \$1,000,000.

Capital and Surplus
\$4,000,000



Total Resources
\$38,000,000

The Largest National Bank in the South

Liberal Accommodations to Manufacturing Corporations

**MERCHANTS-MECHANICS
FIRST NATIONAL BANK
OF BALTIMORE**

The National Exchange Bank OF BALTIMORE, MD.

Hopkins Place, German and Liberty Sts.
Capital \$1,500,000.
March 30, 1915, Surplus and Profits, \$550,000.00
OFFICERS:
WALDO NEWCOMER, President.
SUMMERFIELD BALDWIN, Vice-Pres.
CLINTON G. MORGAN, Cashier.
JOSEPH W. LEFFLER, Asst. Cashier.
WILLIAM R. WEBB, Asst. Cashier.
Accounts of Mercantile Firms, Corporations, Banks, Bankers and Individuals Invited.

Maryland Trust Company

BALTIMORE

Capital \$1,000,000

TRANSACTS A GENERAL TRUST AND
BANKING BUSINESS

Correspondence and Inquiries
Invited

YORK SAFE AND LOCK COMPANY MANUFACTURERS OF SAFES and VAULTS YORK, PA. BALTIMORE, MD.

WE BUY BONDS CITY, COUNTY, SCHOOL AND DISTRICT

Correspondence Invited from Officials and Contractors

SIDNEY SPITZER & CO. New York Chicago Toledo
Cincinnati Los Angeles

Southern Branch: BELL BUILDING, MONTGOMERY ALA.

The Palmetto National Bank

OF COLUMBIA

CAPITAL \$500,000.00

Surplus and Undivided Profits \$250,000.00

COLUMBIA, S. C.

THE BANK OF ALABAMA

ENSLEY, ALABAMA

R. A. TERRELL - President
J. W. MINOR - Vice-President
FOSTER HAMILTON Cashier

We Solicit Your Business

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Stationery Especially Designed for Your Business
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to Southern brokers, manufac-
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the collection of drafts, particu-
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and other Northern points.
Please write us for particulars.

We also solicit correspondence
and interviews with high-grade
Southern concerns regarding a
direct Chicago banking connec-
tion.

UNION TRUST COMPANY CHICAGO

Capital and Surplus, \$3,000,000.00

Deposits, \$34,000,000.00

Established 1869

Every Bedroom has a Private Bath
The Southern Hotel
Baltimore's New—Modern—Fireproof Hotel
Located at Light and German Sts.
Rooms at \$2.00 per day
and up
F. W. Bergman
Managing Director

Banks and Bankers

Write us now for our
special offer on

Pocket Check Books

We are making a won-
derful proposition, and
our salesmen cannot
reach all of you.

Young & Selden Co.

BANK STATIONERS BALTIMORE, MD.

Lithographing, Printing, Envelopes
Blank Book Making, Book Binding
Letter Heads, Office Supplies
Steel Die Work

Chambers County State Bank, Anahau,
Tex., increased capital from \$15,000 to \$20,000.

First State Bank, Coahoma, Tex., increased
capital from \$10,000 to \$15,000.

Columbia State Bank, Columbia, Tex., in-
creased capital from \$10,000 to \$15,000.

Conroe State Bank, Conroe, Tex., increased
capital from \$25,000 to \$30,000.

First State Bank, Harwood, Tex., in-
creased capital from \$10,000 to \$12,500.

Planters' State Bank, Harlington, Tex.,
increased capital from \$10,000 to \$15,000.

Heidenheimer State Bank, Heidenheimer,
Tex., increased capital from \$10,000 to \$12,500.

Huntington State Bank, Huntington, Tex.,
increased capital from \$10,000 to \$12,500.

Pecan Gap State Bank, Pecan, Tex., in-
creased capital from \$20,000 to \$30,000.

Spring State Bank, Spring, Tex., increased
capital from \$10,000 to \$12,500.

Guaranty State Bank, Wells, Tex., in-
creased capital from \$10,000 to \$20,000.

Pottsboro Guaranty State Bank, Potts-
boro, Tex., increased capital from \$10,000 to
\$12,500.

John E. Boisseau has resigned as an officer
of the Chesapeake & Potomac Telephone Co.
to become vice-president of the National
Union Bank of Maryland, Baltimore.

A. B. Leach & Co., Inc., announce that
the entire issue of \$1,500,000 State of South
Carolina 5 per cent 10-month notes pur-
chased jointly by themselves and the Guar-
anty Trust Co. has been sold.

The Texas Bankers' Association at its
annual convention just ended at Galveston
elected officers for the year as follows: Pres-
ident, W. W. Woodson, Waco; secretary, W.
A. Philpotts, Dallas, re-elected; vice-pres-
idents, Denton W. Cooley, Houston; W. R.
Norton, Corpus Christi; L. J. Schneider,
Austin; Oxsheer Smith, Cameron; Gibbons
Potter, Roston; W. L. Allwell, Sonora, and
W. R. Ferguson, Wichita Falls. The con-
vention will be held again at Galveston next
year.

Advertisements Received Too Late for Classification.

Bruch, H. M. (2 ads.).....83, 83
Cambria Coal Mining Co.....83
Dyar, H. M.....83
Plint River Lumber Co.....83
Hermann, Albert.....83
Kearny-Haynes Construction Co.....83
Leary, T. L.....83
Morrison, Hackley.....83
M. D. C.....83
Malsby Machinery Co.....83
New England Power Co.....83
P. O. Box 99, Fort Smith, Ark.....83
Rhode Island Co., The.....83

CONDENSED REPORT TO COMPTROLLER The First National Bank OF BIRMINGHAM, ALA.

ALABAMA'S FIRST MILLION-DOLLAR BANK

STATEMENT MAY 10, 1918

RESOURCES

Loans and Discounts.....\$12,627,244.27
Overdrafts.....730.51
U. S. Bonds (par).....1,500,000.00
U. S. Treasury Certificates.....1,949,000.00
Liberty Loan Bonds.....3,768,257.00
State of Alabama Bonds.....127,000.00
Stock in Fed. Reserve Bk.....90,000.00
Other Stocks and Bonds.....1,343,433.67
Banking House.....391,000.00
Other Real Estate.....49,555.30

CASH

In Vault.....\$ 930,695.55
With Banks.....4,877,873.77
With U. S.
Treasurer.....70,000.00
Federal Re-
serve Bank.....1,942,522.84
\$ 7,751,092.16
\$29,597,312.96

LIABILITIES

Capital Stock.....\$ 1,500,000.00
Surplus and Profits.....1,568,378.66
Reserved for Taxes.....26,769.00
Circulation.....1,400,000.00

DEPOSITS

Individual \$18,678,445.53
Bank.....2,726,078.77
U. S.....125,000.00
With Federal Re-
serve Bank.
Atlanta,
Fiscal
Agent.....3,372,650.00

\$25,102,174.30

\$29,597,312.96

OFFICERS

J. H. BARR, Chairman
OSCAR WELLS, President
J. H. WOODWARD, Vice-President
J. K. FLEMING, Vice-President
J. E. OZBURN, Secretary Savings Department
J. L. CROSS, Auditor
THOMAS HOPKINS, Cashier
F. S. FOSTER, Assistant Cashier
THOMAS BOWRON, Assistant Cashier

PARTICULAR ATTENTION GIVEN TO COLLECTIONS
DIRECT CONNECTIONS AT ALL ALABAMA POINTS

Is Your Money Earning Enough?

It is not at all difficult
for an investor to-day to
select intrinsically sound
securities to yield from
6½% to 7¾%. The
man who is able to in-
vest now can, without
speculating, get consid-
erably more for his money,
with the best security,
than he could a few
years ago.

Send for our latest in-
vestment suggestions.

A. B. Leach & Co., Inc.

Investment Securities

62 Cedar St., New York

Chicago Boston Buffalo Cleveland
Philadelphia Baltimore Minneapolis

Classified Opportunities

FACTORY SITES

BALTIMORE FACTORY AND TERMINAL SITES.—Statement of Asa G. Candler, President The Coca-Cola Co.: "Investigation convinced us that Baltimore is not only the commercial metropolis for Southern trade, but that it affords shipping opportunities both by water and rail for domestic and foreign traffic superior to any of the great cities in any section of the United States." Locate in Baltimore and derive these advantages. We can provide accommodations to meet your requirements.

"OUR MOTTO":
FACTORY AND TERMINAL SITES
IN BALTIMORE.
Wm. B. Martien & Co.
Ninth Floor, Lexington St. Bldg., Balto., Md.

MANUFACTURING SITE. 60,256 square feet; 9 acres land, main building, sheds, storerooms; 3 boilers, 255 H. P.; 150 H. P. Corliss engine; R. R. sidings, 30,000-gallon tank. Worthington fire pump. Formerly used as oil mill. Maer Realty Co., Dispatch Bldg., Columbus, Miss.

FOR SALE.—10 acres, fine for factory; electric power, 1100-foot railroad frontage, abundance of water. No better location for factory site in the City of Roanoke. Factory Locators, Roanoke, Va.

INDUSTRIAL PLANTS FOR SALE

WOOLEN MILL

FOR SALE.—One set woolen mill in Middle Tennessee. Machinery consists of: 1 Picker; 1 First and Second Breaker Cards on Wood Frame, cards 36" wide; 1 Side Winding Attachment to second breaker; 1 Condenser, 36" wide for roving, metal frame; 1 Hand Jack, 189 Spindles; 2 48" Looms; 1 Cloth Shearer; Gasoline Engine of sufficient power to handle the machinery in good shape. Machinery is in good condition, except card clothing and belts. Has been run as a custom mill, and was operated last year. Engine is practically new.

More than 100,000 lbs. of wool produced annually within a 30-mile radius of the mill. Located 14 miles from railroad on good pike, with double daily automobile and auto-truck service. Terms, cash, or one-half cash; balance one year. Address No. 6096, care Manufacturers Record, Baltimore, Md.

COTTON MILL

SPLENDID SOUTHERN COTTON SPINNING MILL FOR SALE.—Notwithstanding we have the most profitable orders we ever had booked, and are and have been making excessive profits, for personal reasons only we are willing to sell our mill property, consisting of some twenty acres, two substantial brick factory construction buildings containing nearly 20,000 modern spindles running on high-grade yarns, competing against best Eastern yarns. Buildings and machinery up to date and in first-class order. Ample land for buildings for enlargement or for knitting or weaving machinery if prefer to put present product into knitted or woven fabric. Owners wish to retire, as their trained and intended successor has gone to serve his country. Mill can be seen in full operation. For further particulars apply to No. 6003, care Manufacturers Record, Balto., Md.

COTTONSEED OIL MILL

COTTON SEED OIL MILL FOR SALE.—An up-to-date 2-press cottonseed oil mill, fertilizer mixer, feed mill, capacity 20 tons velvet bean meal per day; railroad side track and scales, 10 acres land, with other improvements. Building fireproof, brick, steel-constructed roof, fire walls and concrete floors. Ginery, with 2 complete pneumatic systems, with four 70-saw gins in each system; 2-story wood building. Death of large stockholder and failing health of another reason for selling. Dadeville Cotton Oil Co., Dadeville, Ala.

FACTORY BUILDING

STANDARD construction. 60x196, three stories, 1st concrete floor; 3 1/2 acres; first-class condition; boiler-room 28x36; side track, power elevator, 30,000-gallon tank; connected throughout; ample labor, cheap coal and water. Biggest bargain in America for quick sale. Maer Realty Co., Dispatch Bldg., Columbus, Miss.

SHIPYARD

FOR SALE.—Shipyard at Jacksonville, Fla., established 15 years, including 600-ton floating drydock, hand saws, air and electric boring, etc.; also ten 250-ton barges, new. Business good; room for enlargement. South Jacksonville Dry Dock Co., Jacksonville, Fla.

AGRICULTURAL IMPLEMENT FACTORY

AGRICULTURAL IMPLEMENT PLANT FOR SALE.—Complete in every detail; well located; plenty of labor; the greatest bargain in the country for a quick sale. Maer Realty Co., Dispatch Bldg., Columbus, Miss.

FOUNDRY AND MACHINE SHOP

FOR SALE.—Up-to-date foundry and machine works in good district. Plenty of business. Reason for selling, other business requires owner's attention. Address Box 225, Lakeland, Fla.

INDUSTRIAL PLANTS FOR SALE

MANUFACTURING PLANT

MANUFACTURING PLANT.—Substantial brick buildings, ideally located. Approximately 45,000 square feet floor space. Private switch. Will sacrifice for quick sale. The Clifton Pratt Co., Cincinnati, Ohio.

ICE PLANT AND CREAMERY

FOR SALE.—10-ton ice plant and creamery; ice sells at 50c. to 60c. per hundred; no competition; owner has other business. Apply A. O. Berglin, Fairhope, Ala.

OIL MILL

3-PRESS OIL MILL at great bargain if taken quick. No better locality in State. Big money in oil mills now. Ill-health cause of selling. Box 173, Gainesville, Ga.

AGENCIES WANTED

OWING to Government's abolition of railroad offices, two general agents, with 20 years' experience soliciting in Pittsburgh territory, desire to represent reliable manufacturers. References guaranteed. Address Agents, 1017 Bessemer Bldg., Pittsburgh, Pa.

WANTED.—Well advertised lines of heavy hardware to carry to the jobbing trade in Southern territory. Can furnish best of reference. Address No. 5057, care of Manufacturers Record, Baltimore, Md.

MECHANICAL ENGINEER will negotiate with manufacturers of machines or power-house equipment, with a view to representing them in the South, with headquarters in North Carolina. Address No. 6006, care Manufacturers Record, Baltimore, Md.

SITUATIONS WANTED

SALES ENGINEER.—Member American Society Refrigerating Engineers, thoroughly familiar with Corliss engines, power plants, refrigerating plants, oil engines. A man with unbounded energy and enthusiasm, splendid health and vigor, now holding responsible position, desires to make a change. Can handle both men and machinery to get results. Willing to go anywhere. Would prefer connection, if possible, where services would be of some value, directly or indirectly, to our country in this time of trouble. Give full information and name time and place for personal conference in first letter. Address No. 5096, care Manufacturers Record, Balto., Md.

CIVIL ENGINEER. 26 years' experience building construction, municipal, mining and interurban railway engineering, desires managerial position where economy, initiative and system counts; now employed. Box 447, Welch, W. Va.

MEN WANTED

IF ACTUALLY QUALIFIED for salary between \$2500 and \$25,000, communicate with undersigned, who will negotiate strictly confidential preliminaries for such positions; executive, administrative, technical, professional; all lines. Not an employment agency; undersigned acts in direct confidential capacity, not jeopardizing present connections. Established 1910. Send name and address only for explanatory details. R. W. Bixby, E64-66 Niagara Street, Buffalo, N. Y.

WANTED.—Man with some money to invest in box factory and manage same, located in good lumber section, in heart of a district that uses quantities of cases. Address No. 5195, care Manufacturers Record, Balto., Md.

WANTED.—Traveling salesman for water meters in the Southern States; experience, age, and salary expected. Address No. 5193, care Manufacturers Record, Baltimore, Md.

ELECTRIC SALES MANAGER to take charge of stock of line material; also one good electric traveling salesman. Would like to have these men by June 1. St. Albans Electric Mfg. & Supply Co., St. Albans, West Virginia.

MANUFACTURERS' AGENT wanted to sell a line of high-grade specialties for a concern of thirty years' reputation. Liberal commission basis. The Monitor Oil Company, Cleveland, Ohio.

BOATS FOR SALE

FOR SALE.—1 Boat, 27-7 ft., 10 H. P. Minus engine, in first-class shape.

1 Boat, 28-8 ft., 10 H. P. Globe engine, built 3 years ago.

1 Litter, 18-8 ft.; good shape. Price \$25.

For particulars write Box No. 8, Inglis, Fla.

SCHOONER FOR SALE.—93 ft. keel, 22 ft. beam, 5 1/2 ft. draught. Also one 12x14 Sutton marine engine. W. P. Kavanaugh, Bay City, Mich.

MACHINERY AND SUPPLIES

FOR SALE.—1 Baldwin Locomotive, 30-ton. 1 Porter Saddle, 4-driver, 14-in. cyl. 1 80 H. P. Schofield Return Tubular Boiler, 1 60 H. P. Fire Box Boiler, 1 9-12 Beck Twin Engine, 1 Edger, 1 Sawmill, 8000 capacity. 1 Stave Mill, 1 Green River Pump, 1 1/2-in. discharge, 2-in. lift. 1 Boiler, 10 H. P. 1 Sawmill, complete, 12,000 capacity. Box No. 8, Inglis, Fla.

FOR SALE.—Complete six-ton daily capacity refrigerating plant; York machine, with ammonia receiver; Goulds Triplex pump and 15 H. P. motor with slide rails, 200 R. P. M., 220-volt, 2-phase, 60-cycle; induction motor; coils and pipe and tank. Price, \$1500. Value today, over \$3000. Val Fink Co., 147 Seventh Ave., New York City.

SECOND-HAND MACHINERY FOR SALE: 1 H. S. and G. high-pressure, 54"x16", horizontal, Tubular Boiler, built for working pressure of 100 lbs. 1 H. S. and G. single-valve Engine, 13"x18", Class F. side crank, heavy duty, shaft governor, without board bearing separate, left-hand. Hubbard Lumber Co., Harlan, Ky.

FOR SALE.—2 40 H. P. heavy-duty gasoline or distillate engines; 1 Swaby pump, single stage, centrifugal, 5-inch; 1 Clifton engine, 24 H. P., marine type; 1 Toledo pipe machine, No. 25, 2 1/2 in. by 6 in.; numerous other small tools and equipment. Above used about 60 days. Located at Davis, Florida. Prices attractive. Everglades Sugar & Land Co., Miami, Fla.

FOR SALE.—One Newman No. 97 planer and matcher; one Mershon standard band saw; one Vance gang edger; 70 ft. of shafting, with pulleys; one 50 H. P. Atlas automatic engine; one 60 H. P. boiler; one 3-barrel underground gasoline tank, with pump. All in A-1 condition, practically new. The Valley Lumber Company, Newsom, N. C.

FOR SALE.—One planer, manufactured by American Woodworking Machinery Company, Rochester, N. Y. Dress four sides to six by fourteen. One seventy horse-power Erie City return tubular boiler. One fifty-five horse-power Ajax engine. All in good repair and ready to run. Apply to Stevens Lumber Company, Lynchburg, Va.

ELECTRIC EQUIPMENT FOR SALE. 1-35 K. W. James Clark, Jr., 110-volt, direct-current Generator, with switchboard, 1-10 H. P., 110-volt, direct-current Automatic Elevator Starter, with Relays. **MACHINERY EQUIPMENT FOR SALE.** Lot of Shafting, Hangers, Couplings, Wood Split and Steel Split Pulleys; 1 Double End Mangle Machine; condition good. Morganton Furniture Co., Morganton, N. C.

WIRE ROPE.—Immediate shipment standard sizes and quality. Send us your requirements and we will quote. B. L. Bevington Machinery Co., 555 Washington Boulevard, Chicago, Ill.

Special Advertisements of General Interest

STEAMER FOR SALE

Steamer "H. B. Plant," length at water line 125 ft. 5 in., breadth at water line 21 ft. 7 in., breadth over all 36 ft. 7 in., draft at water line 4 ft. 6 in.; has iron hull, wood upper structure, Scotch boiler, 400 H. P.; Corliss single-cylinder engine, 440 H. P.; has side wheel. May be seen at Tampa, Fla. Address

F. H. FECHTIG, Purchasing Agent
ATLANTIC COAST LINE RAILROAD COMPANY
WILMINGTON, N. C.

GUARANTEED TIMBER KILLER

"SURE SHOT" kills Timber of Any Species in 5 to 55 Days. Seldom takes longer than 15 Days. Makes Old Way of Deadenng Impractical. Affords Good Crop on New Ground Same Season.

Also kills timber which has been belted old way; stumps from which timber has been cut; sprouts. Write for particulars.

SUMMERFIELD BROS.
Dep't. R MEMPHIS, TENN.

Factory For Sale

In Southern Ohio, equipped with power plant, lights, etc. Will sell at a bargain, or lease.

A. A. McLaughlin & Co.
403-5 Bell Block Cincinnati, O.

MACHINERY AND SUPPLIES

FOR SALE.—2 Gravity Swing Dredges, 65-ft. booms, 2 and 2 1/2 cu. yd. Orange Peel Buckets; 1 Wood Barge, 42-ft. x 90-ft. House on one end; several Gas Engines, Pumps and other second-hand equipment. All located at or near Baton Rouge, La. Thos. G. Erwin, Receiver, Port Allen, La.

FOR SALE.—One 80-ton standard-gauge Shay locomotive, built in 1914. One Model 28 Marion traction shovel, 3/4-yd. capacity. Address No. 5198, care Manufacturers Record.

FOR SALE.—One Buffalo Forge Co.'s No. 10 Nobsless Fan Blower; never has been used; on skids. Price \$150 f. o. b. Columbia. W. J. KEENAN, Box 174, Columbia, S. C.

WILL SELL one 45-in. wet grinding burr stone mill; also a similar mill of 21 in. diameter. Good condition. Price \$300. Binney & Smith Co., Easton, Penna.

WILL SELL No. 0 Raymond automatic pulverizer, 1 ton capacity. A real bargain at \$250. Binney & Smith Co., Easton, Penna.

WILL SELL special press for pushing soft plastic materials through small dies. Binney & Smith Co., Easton, Penna.

FOR SALE.

Up-to-date machinery in 75-bbl. flour mill. Liberty Mills, Roanoke, Va.

250 H. P. Allis-Chalmers cr. compound non-condensing engine, direct connected to 200 K. W. Bullock D. C. generator, 240 volts, 125 R. P. M. Complete with switchboard. In good running order. A. Courchesne, El Paso, Tex.

FOR SALE.—1 75 H. P. Standard closed feed-water heater, 1175 H. P. Excelsior open feed-water heater. Boilermakers' bevel shears, 15 H. P. General Electric D. C. motor. Newsome Boiler Works, Leavenworth, Kans.

MACHINERY and SUPPLIES WANTED

ELECTRIC FURNACE WANTED.—Second-hand or new, if for immediate delivery, suitable for making ferro alloys. Send complete specifications, detailed statement of condition and price. Address No. 5073, care Manufacturers Record, Balto., Md.

WANTED.—Good second-hand drag-line machine, 1 1/2 or 2-yd. bucket, 60 or 80-ft. boom, roller skids; immediate delivery. Vaughan Construction Co., Shawsville, Va.

WANTED.—Canvas glove machinery for cutting and making canvas gloves. New or second-hand, in first-class condition. Address Box 66, Helen, Ga.

Steel Buildings FOR SALE

1 Cast House Building for blast furnace 60 feet wide, 160 ft. long and 26 feet high.

1 Stock House 100 ft. wide, 200 ft. long and 28 feet high.

18 Heavy Plate Girders 5 ft. high by 50 ft. long.

All the above in strictly first-class condition. Address

The J. G. Tilley Co., Inc.
BRISTOL, VA.

We Make a Specialty of Dismantling

Old plants of every description, such as saw-mills, electric-light plants, etc. Our terms are spot cash. Advise us what you have to offer.

THE Piedmont Iron & Metal Co.
BALTIMORE, MD.

PROPOSALS

BOND ISSUES

BUILDINGS

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GOOD ROADS

More Southern Proposal Advertising Is Printed In The Manufacturers Record Than In Any Other Paper

Bids close May 28, 1918.

DEPARTMENT OF THE INTERIOR, Washington, May 7, 1918. Sealed proposals in duplicate will be received at this Department until 3 o'clock P. M. Tuesday, May 28, 1918, and then opened for lithographing and printing and for mounting 25,000 copies, more or less, of the General Land Office Map of the United States for 1918. At the same time and place proposals in duplicate will also be opened for photolithographing and printing 3000 copies, more or less, of each of the maps of the land States and insular possessions prepared in the General Land Office during the fiscal year ending June 30, 1919. Specifications as to character of the work, sizes of maps and quality of paper required will be exhibited to bidders or furnished on application. All proposals must be securely enveloped, marked "Proposal for State Maps," as the case may be, and addressed to the Commissioner of the General Land Office, Washington, D. C. The right is reserved to reject any and all bids, or to accept or reject any part thereof, in the discretion of the Department. E. J. AYERS, Acting Assistant Secretary.

Bids close June 10, 1918.

TREASURY DEPARTMENT, Supervising Architect's Office, Washington, D. C., May 18, 1918. Sealed proposals will be opened in this office at 3 P. M. June 10, 1918, for the mechanical equipment (except lighting fixtures) of the United States Immigration Station, Boston, Mass., in accordance with drawings and specifications, copies of which may be obtained from the Supervising Chief Engineer, Room No. 137, Postoffice Building, Boston, Mass., or at this office, in the discretion of the Supervising Architect. JAS. A. WETMORE, Acting Supervising Architect.

Bids close June 3, 1918.

Bridge Construction

The Board of County Commissioners of Lenoir County, North Carolina, invite proposals for the erection and completion of a steel bridge over Bear Creek, Lenoir County, near the Town of La Grange, N. C. Said bridge is to be about 75 feet in length and 16 feet roadway, with concrete abutments. Bids

to be opened Monday, June 3, 1918. For further particulars see or write D. W. WOOD, La Grange, N. C. No plans on file.

C. W. PRIDGEN,
Clerk to Board.

Bids close June 18, 1918.

\$35,000 6% Bonds

Notice is hereby given that the City Council of the City of Fort Lauderdale, Florida, will, until 7:30 P. M. of the eighteenth day of June, A. D. 1918, receive at the office of the City Clerk of the City of Fort Lauderdale, Florida, sealed bids for the purchase of Thirty-five Thousand (\$35,000) Dollars of the bonds of said City of Fort Lauderdale, Florida.

The bonds hereby offered for sale are issued for park purposes and for the purpose of acquiring and improving a golf course for said City of Fort Lauderdale, and bear interest at the rate of six (6%) per centum per annum, payable semi-annually on the first days of May and November of each year, principal and interest being payable at the Chase National Bank in the City of New York, State of New York.

Said bonds are dated May 1, 1918; are issued in denominations of One Thousand Dollars each; are numbered from "1" to "35," both inclusive, and become due and payable twenty (20) years after date.

The successful bidder will be required to receive and pay for said bonds within thirty (30) days after the date of the acceptance of the bid, and no bid will be considered which does not contain a stipulation to this effect.

Each bid shall be accompanied by a certified check on a responsible banking house, payable to the Treasurer of Fort Lauderdale, Florida, in a sum equal to fifteen (15%) per centum of the amount of the bid as an evidence of good faith and as security for the bidder's complying with his bid, which certified check shall be forfeited as liquidated damages for the costs and expenses occasioned by a failure to comply with the bid in accordance with the terms thereof.

All checks shall be promptly returned to unsuccessful bidders.

The Council reserves the right to reject any and all bids.

By order of the Council.

GEO. W. HALL,
City Clerk.

May 17, 1918.

Bids close June 11, 1918.

Equipment of the South Mississippi Charity Hospital

LAUREL, MISSISSIPPI.

Sealed proposals, addressed to Hon. J. E. Davis, Secy., will be received by the Board of Trustees of the South Mississippi Charity Hospital until 12 noon Tuesday, June 11, 1918, at the Pinehurst Hotel, Laurel, Miss., for the Furniture, Bedding, Laundry and all equipment of said hospital.

Plans and specifications are on file with Dr. J. E. Donald, Superintendent, Hattiesburg, Miss., and at office of Xavier A. Kramer, Architect and Consulting Engineer, Magnolia, Mississippi.

Specifications and lists of material, furnishings and equipment and blank forms for proposal can be had of the Architect. As evidence of good faith, each proposal must be accompanied by a certified check for 5 per cent. of amount of bid, made payable without qualification to Rev. L. G. Gates, Vice-Chairman Board of Trustees, Laurel, Miss.

The right to reject any or all bids is reserved.

Done by order of the Board of Trustees.
J. E. DAVIS, Secretary,
Hattiesburg, Miss.

XAVIER A. KRAMER,
Architect and Consulting Engineer,
Magnolia, Mississippi.

Bids close June 22, 1918.

Reservoir

Sealed bids will be received by the Board of Commissioners of the City of Abilene until 2 o'clock P. M. June 22, 1918, for the construction of a storage reservoir for water supply. The work contemplated is principally an earth dam, containing about half-million cubic yards, together with spillways, intakes, etc. Plans and specifications on file with the City Engineer and will be furnished on deposit of \$25, which will be refunded on return of same in good order.

The right is reserved to reject any and all bids or parts thereof. Each bid must be accompanied by certified check for \$10,000 or surety bond for \$50,000.

Address
H. L. ROBERTS,
City Secretary,
Abilene, Texas.

W. A. RINEY,
City Engineer,
Abilene, Texas.

Bids close June 4, 1918.

Pumps, Oil Engines, Cast Iron Water Pipe, Constructing Pumping Station and Reservoir, Laying Water Pipe

Sealed proposals for two deep-well pumps, two power pumps, two 40 H. P. oil engines, about 125 tons of 8" and 10" C. I. water pipe and specials, laying about 4000 feet of 8" and 10" C. I. water pipe, constructing pumping station and reinforced concrete reservoir will be received by H. C. Taylor, Mayor of the City of Versailles, Ky., until 7:30 P. M. June 4, 1918, at which time the proposals will be opened and publicly read in the Council Chamber. Bids will be received from the manufacturers for the machinery and C. I. pipe and from contractors for laying water pipe and constructing reservoir, pumping station and foundations. Copies of the plans and specifications may be seen, and copies of the instructions to bidders and proposals may be obtained by manufacturers and contractors at the office of the Mayor in the City of Versailles, Ky., and at the office of Charles E. Collins, Consulting Engineer, Drexel Bldg., Philadelphia, Pa. The right is reserved to reject any and all bids.

By order of the Mayor and City Council.
HARRY C. TAYLOR,
Mayor.

May 15, 1918.

Packing Plant

Contract for the State Packing Company, Raleigh, N. C., will be let in the next thirty days. Any contractors wishing to bid on the construction, get in touch with C. L. Brooks Engineering Co., Moultrie, Ga.

Bids close June 3, 1918.

\$7000 5% Bonds

An election was held in the Town of Mt. Airy, Ga., on December 30, 1917, for the purpose of floating \$7000 in 30-year bonds, drawing interest at the rate of 5 per cent., payable semi-annually, for the erection of a School Building. (Property valuation of town, \$200,000. No indebtedness.) Sealed bids will be received for the purchase of said bonds at the regular meeting of Town Council to be held on June 3, 1918.

Address all bids, etc., to
W. E. FORT, Town Clerk.

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WANTED ELECTRIC MOTORS

SECOND HAND WILL PAY BIG PRICES

ALTERNATING and DIRECT CURRENT from 1/4 to 500 Horse Power.

1-2-3 phase ALTERNATING and 220 Volt DIRECT CURRENT

What Have You To Offer?

Send list with prices. Quick Action. If interested will mail check.

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If you have any to sell
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Carlot shipments. Good logs as they come from woods. Cash settlements; write for details.

STANDARD MATCH CO.

120 Liberty St. NEW YORK, N. Y.

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dir conn. A.C. units preferred, 100 to 500 H.P.

UNITED MACHINE WORKS
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WANTED TO BUY OR RENT For Four Months

Four Concrete Road-Mixers (steam), 1/2-yd. capacity.
Eight Small Mixers, 1/4-yd. capacity.
One Trenching Machine and a Gasoline Back Filler.
One, or possibly two, Steam Shovels, 3/4-yd. capacity.
Two Small Steam Rollers.
Thirty Bottom-Dump Wagons.
Twenty Wheel Scrapers.

KEARNY-HAYNES CONSTRUCTION CO.
525 Bedell Building San Antonio, Tex.

WANTED

Class No. 20 Bucyrus Dragline Excavators (or equal), 20 ft. dia. turntable, 85 ft. boom, 2 1/2 yd. bucket, 9x12 double cylinder main engine.

Only thoroughly first-class equipment considered. Immediate delivery required. State price and point of inspection.

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1-15 or 20-ton Standard Gauge,
8-wheel Bucket operating.
Must be first-class.

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